

Advisory Board Meeting

November 18, 2026

Agenda



Advisory Board Meeting

November 18, 2026

Pursuant to City Code 2.14.060(A) and Utah Code section 52-4-207(2), the Airport Advisory Board adopted a rule permitting electronic meetings for this Board, regardless of whether a quorum is present at an anchor location, so long as such meetings comply with the Open and Public Meetings Act.

To access the meeting please visit:

https://saltlakecity.webex.com/saltlakecity/j.php?MTID=m430d4e222041d847c2c04d0d47e77324

ADVISORY BOARD MEETING AGENDA
November 18, 2026
9:00 A.M.

CONSENT

A. Minutes of October 14, 2026, Meeting

DISCUSSION

A. Director's Report – Bill Wyatt, Executive, SLCDA
B. Nominations for Chair and Vice Chair- John Bradshaw, Board Chair
C. Wildlife Update - Alex Blanchard, Airport Operations Manager, SLCDA
D. SLC Art Program – Nancy Volmer, Director of Communications and Marketing, SLCDA

MEDIA CLIPPINGS

Media Clippings – November 2026

INFORMATION ITEMS

Air Traffic Statistics – September 2026
Construction Report – November 2026
Financial Report- September 2026

The next meeting will be held on **Wednesday January 13, 2026,** at 9:00 a.m. Meetings are usually held in the Board Room, located on the third level of the airport terminal and via Web-ex unless otherwise posted. People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this Airport Advisory Board Meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions or additional information, please contact Brett Christensen at 801-575-2042.



Advisory Board Meeting

November 18, 2026

Minutes

SALT LAKE CITY DEPARTMENT OF AIRPORTS
MINUTES OF ADVISORY BOARD MEETING

October 14, 2026

Members' Present:
John Bradshaw- Chair*
Dirk Burton
Arlyn Bradshaw
Hoang Nguyen*
Johnathan Freedman
Luz Escamilla*
Victoria Petro

Department of Airports:
Shane Andreasen, Director of Real Estate & Comm Devel.
Brett Christensen, Administration
Melyssa Trnavskis, Director of Design Construction
Sean Browne, ARP
Pete Higgins, Chief Operating Officer
Celeste Heinonen, CFO
Treber Andersen, Director of Operations
Eddie Clayson, Director of Maintenance
Dean Warner, Airport IT Manager
Jasen Asay, Airport Communication Coordinator*
Jason Howell, Accountant III
Paul Young, Financial Analyst III
Janeale Page, Accountant III
Shaun Anderson, Airport Controller
Paige Christensen, Airport Senior Planner
Nate Lavin, Air Service & Business Development Manager*
Greg Arslanian, Assistant Maintenance Director*
Mike Johnson, Airport Tenant Development Manager*
Dave Chugg, Fire*

Mayor's Office
Megan Yuill, Deputy Chief Administrative Officer

Other:
Bob Clegg, John Michenes, Jim Grover, Brian Cook, Jared Esselman, Genean McKinnon, Rhett Hunt, David Chipman, Punita Koustubhan, Mitch Moyes
Paul Coates, Elias Bangerter

John Bradshaw called the meeting, held in-person at the SLCDA Admin Offices Board Room and via Web-Ex to order at 9:01 a.m. (* indicates the party attended virtually)

AGENDA

Minutes

A motion was made by John Bradshaw and seconded by Johnathon Freedman to approve the minutes of September 09, 2026 as presented. All votes were affirmative; motion passed

Director's Report
Shane Andreasen, Director of Real Estate & Commercial Development, updated the Airport Advisory Board regarding current events.

- Arlyn Bradshaw's term has come to an end. We'd like to extend a huge thank you to Arlyn for his dedication to the Airport Advisory Board.
- We are 13 days away from completing the 12-year rebuilding of the New SLCDA
- Fall Break is near, we are expecting 33,000 though the checkpoint
- After decades of under market T-hangar rent will start the process of increasing rates
- USA Today Awards
    - 4th Best airport for Art
    - 4rd Best airport for Dining
    - 5th Best Large Aiport
- We will be celebrating the completion of the New SLC on October 24

Airport Redevelopment Program (ARP) Update – Sean Browne, Airport Redevelopment Program SLCDA

Sean Browne, ARP, presented an update on the ARP (presentation on file). Main points included were:

- Certificate of occupancy was obtained the week of October 5th.
- Safety, Statistics, and Schedule
    - Trade Hours for the Program Overall; 18,025,777
    - Trade Workers on Site; 168
- Airport Redevelopment Program Overall Budget
    - On time, Under Budget
    - 30-million-dollar return
- August Construction Activities – Phase 4
    - Completed Level 1 Back of House Millwork
    - Completed Taxiway Pavement Markings and Re-Opening Sequence

- Overall Final Gate Phased Delivery
    - Final Gate Shuffle to be Completed October 31, 2026
- Project Pictures
    - Area M Horticulture Room
    - Area N Lower Holdroom FIDS Monitors
    - Area N Escalator Final Completion

Dirk Burton asked where the bike racks are located. Shane Andreasen stated they are located under the elevated roadways, pre-security.

Paul Skeen from Eide Bailly
Eide Bailly offers:

- An opinion on compliance with the passenger facility charge program as dictated by the FAA
- Auditor's opinion on the financial statements
- Report on internal controls and compliance in accordance with governmental auditing
    - All three were clean opinions, nothing to worry about or report

Paul gave a hats off to management, all three reports were clean

Review of Financial Position – Celeste Heinonen, Chief Financial Officer, SLCDA

Celeste Heinonen, Chief Financial Officer, presented a review of the financial position (presentation on file). Main points included were:

- FY 2026 Financial & Operational Highlights
    - Passenger volume sustained upward growth trajectory in FY2026
        - Enplanements grew 1.2% over FY 2025
        - Landed weights scaled 2.0% compared to prior years
    - Operating revenue surged 9.4%, from $486.2 to $525.9, outpacing prior years
    - Operating expenses grew 7.9% in FY 2025, from $206.6M to $223.1M
- Enplaned Passenger Traffic
    - Up 1.2% due mostly to international traffic
    - The industry as a whole was flat
- Total Operating Income
    - Up 40M from prior year
    - 16M in savings below budget
- Comparison of Aeronautical Revenue
    - Transportation is up 8-10%
- Aeronautical vs Non-Aeronautical Revenue
- Comparison of Actual Operating Expense
    - 4% wage increase
    - Ten new FTE's last year

- Airline Use Agreement Rates and Charges
    - Airlines will receive $8M credit towards future costs
- CPE History (Cost per enplanement)
    - FY22-FY24 trended low, FY25 jumped up, staying around $20 in future years
    - We are lower than most airports our size
- Days Cash on Hand
    - Balance as of 6/20/2025; 664
    - Balance as of 6/30/2026; 845

Burton asked how the Remain Overnight Section generates revenue? Celeste explained that the airlines pay parking fees for their stays, we charge an operation charge which offsets some of the other costs for terminal and landing fees.

Victoria Petro inquired about the 9% increase in revenue, while expenses are only increased 7.9%. Celeste explained the 20 million helped push over that level, and the new spaces coming online will add to revenue growth.

Burton reminded everyone that on October 31st there will be a Ribbon Cutting Ceremony at South Valley

John Bradshaw adjourned the meeting at 09:59 am.

_____ _____

John Bradshaw, Chair Date



Advisory Board Meeting

November 18 2026

Discussion Items

AGENDA: DISCUSSION ITEM (A)

DATE: 18 November 2026

TO: Airport Advisory Board

FROM: Bill Wyatt, Executive Director

SUBJECT: Executive Director's Report

Bill Wyatt, Executive Director, will present a monthly informational report to the Board, which may include:

1. Ground transportation update
2. Concessions and rental cars
3. Airport safety and security
4. Airport facilities and operations
5. General aviation
6. Passenger and airport users
7. Environmental matters
8. Financial condition
19. Legislative issues
10. Airlines
11. Communications and marketing

AGENDA: DISCUSSION ITEM (B)

DATE: 18 November 2026

TO: Airport Advisory Board

FROM: Bill Wyatt, Executive Director

SUBJECT: Wildlife Update

Alex Blanchard, Airport Operations Manager, will present an update on the Wildlife Program (presentation on file).

Wildlife Hazard Management Program



Alex Blanchard, Wildlife Program Manager
Derek Whipkey, USDA Wildlife Biologist

Directors Board Meeting
November 18, 2026

When a strike goes wrong
SLC, March 2021

- Struck a large flock at 8,800FT
- Emergency declared
- Engine fire and significant aircraft damage
- Aircraft grounded







Why our airport is unique

- Great Salt Lake:
  - Over 300 avian species
- Landfills, Disposal/Recycling sites:
  - Within five to ten miles of airport
- Duck Hunting clubs:
  - Located north and west of the airport
- Airport wetlands and 15 miles of canals
  - approximately 950 acres of wetlands















The Wildlife Team

One SLCDA Manager: manages the airport wildlife program, coordinate projects with other departments and outside agencies, and keep us compliant with federal and state rules

Five SLCDA Wildlife Specialists: conduct daily wildlife hazard surveys and inspections, manage habitat and trapping and relocation of birds

One USDA Airport Wildlife Biologist: provides the science and research behind our projects, monitors trends and provides analysis reports

What governs our work



Wildlife Hazard Management Plan: our governing document

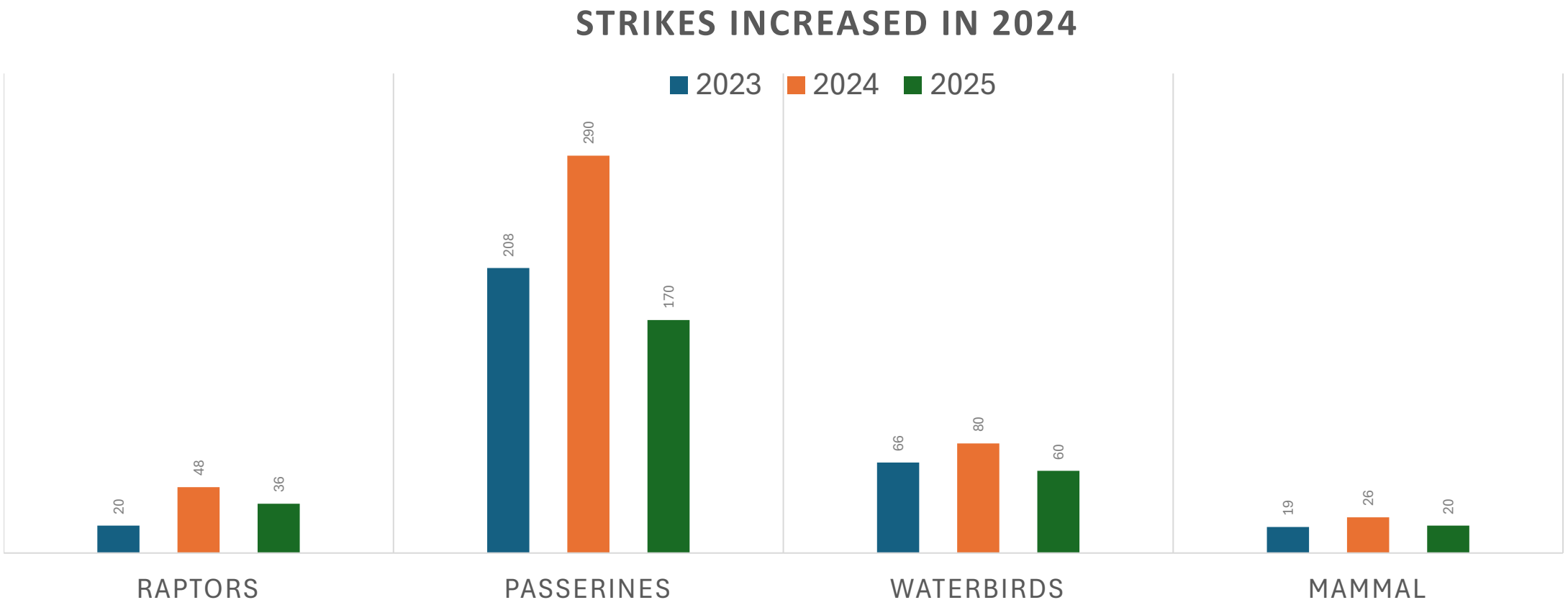


FAA Guidance: strike reporting and land uses that attract wildlife



Federal and State Permits: required to trap, relocate and manage protected species such as eagles

2023 – 2025 SLC strike data



What the data tells us

- Highest strike time frame: mid-morning (1000) and evening (1800)
- Majority of KSLC strikes occur during take-off and landing phase of flight
- Majority of damaging strikes caused by waterbirds and large-bodied hawks
- 55% of bird strikes occur between July & October
  - Young birds leaving nests and learning to fly, migration

How We Respond

- Habitat modification: vegetation, barriers







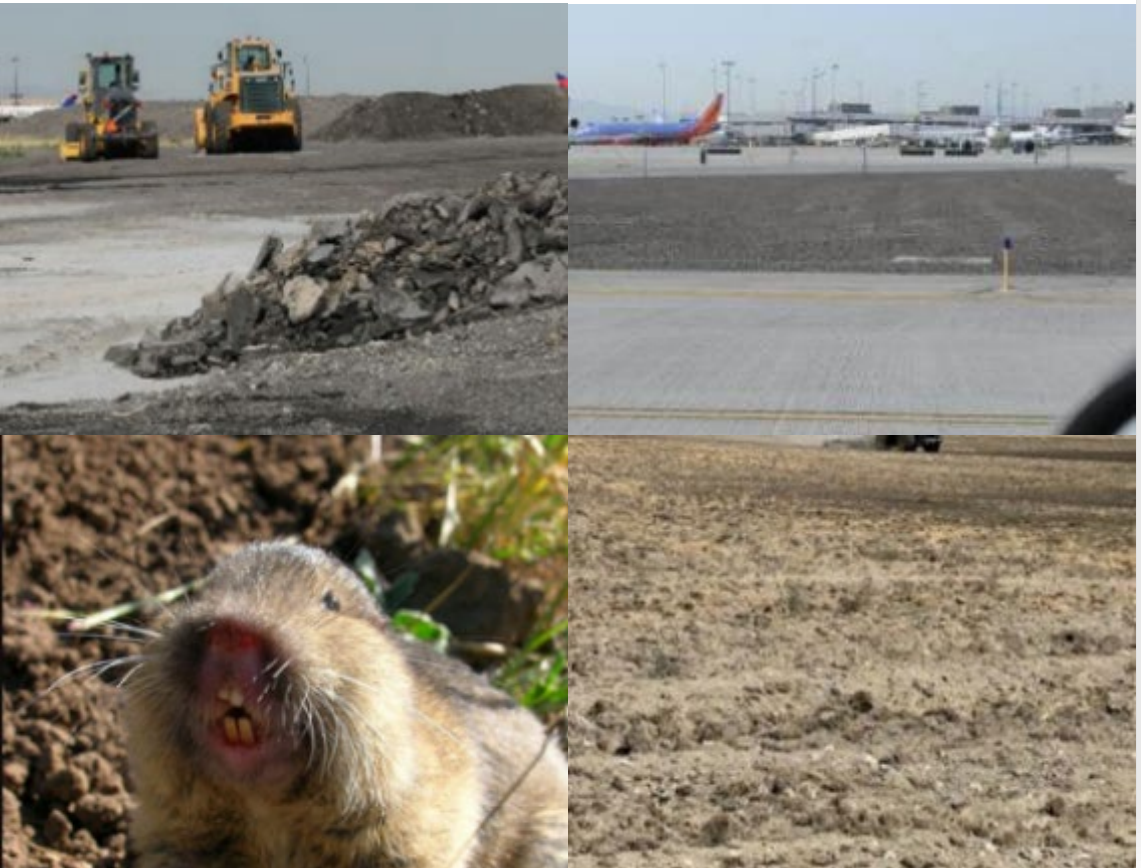


- Repellent: audio, visual and pyrotechnics
- Species management: trapping and relocation
- Lethal response: last resort, used only when other methods are unsuccessful





Habitat modification: Vegetation management



Disking

Problem: rodent burrows and vegetation

Action: fields disked to 6” deep

Results: 20% less trapping in fields

Asphalt millings

Problem: attractive turf near runways

Action: topsoil removed and replaced with ground asphalt

Result: less wildlife presence near runways







Habitat modification: Keeping wildlife out

Culvert barriers: keep foxes and coyotes off the field

Net barriers : stops swallows from nesting near flight paths

- Annual excavation of nests under bridges without net exclusions







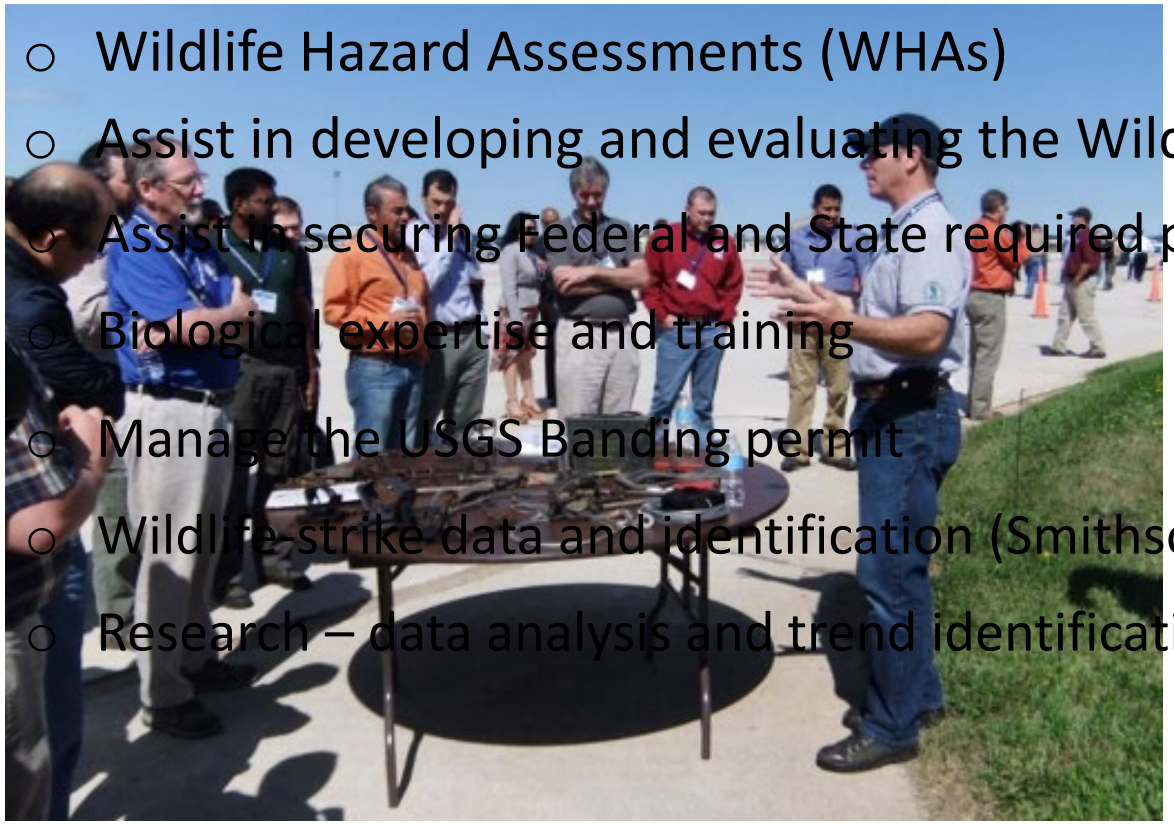


Species Management:
Trapping and relocation

- 300-350 birds trapped and relocated annually
- Traps and relocation sites chosen by species and season
- 3% return after relocation

USDA Role and Responsibilities

- Airport Wildlife Hazards Program
  - Assists over 890 airports across all 50 states



- Wildlife Hazard Assessments (WHAs)
- Assist in developing and evaluating the Wildlife Hazard Management Plan
- Assist in securing Federal and State required permits
- Biological expertise and training
- Manage the USGS Banding permit
- Wildlife-strike data and identification (Smithsonian Feather Identification Lab)
- Research – data analysis and trend identification

USDA & SLCDA Collaborative Projects

Wildlife Hazard Mitigation at
Utah Air National Guard



California Gull Mitigation Project



Utah Air National Guard – 151st Wing

Assist in mitigating hazardous wildlife

- Waterfowl
- Turkey
- Red fox
- Feral cats
- Domestic dogs

Monitor populations with surveys









California Gull Mitigation Project

- Large colony nesting on Rudy Duck Club.
- Primary control method is egg oiling.
  - 2023: 6,256 nests
  - 2024: 7,711 nests
  - 2025: 11,693 nests
  - 2026: 2,158 nests
- Future work will include night harassment prior to nest construction

Avian tracking technology
What it means for SLC



- Wildlife tracking network that uses small radio transmitters and automated receive stations to track movement, migration and behavior of animals
- Near real-time data on bird movement near the airport and across the United States. It can better inform the program on which birds are resident and the success of relocation
- Provide future capability for proactive hazard management response
- Future collaboration with Utah DWR on state constructed Motus stations

Motus
Wildlife Tracking System

Our Partners













AGENDA: DISCUSSION ITEM (C)

DATE: 18 November 2026

TO: Airport Advisory Board

FROM: Bill Wyatt, Executive Director

SUBJECT: Art Review

Nancy Volmer, Director of Communications and Marketing, will present a Review of the Art Program- (presentation on file).

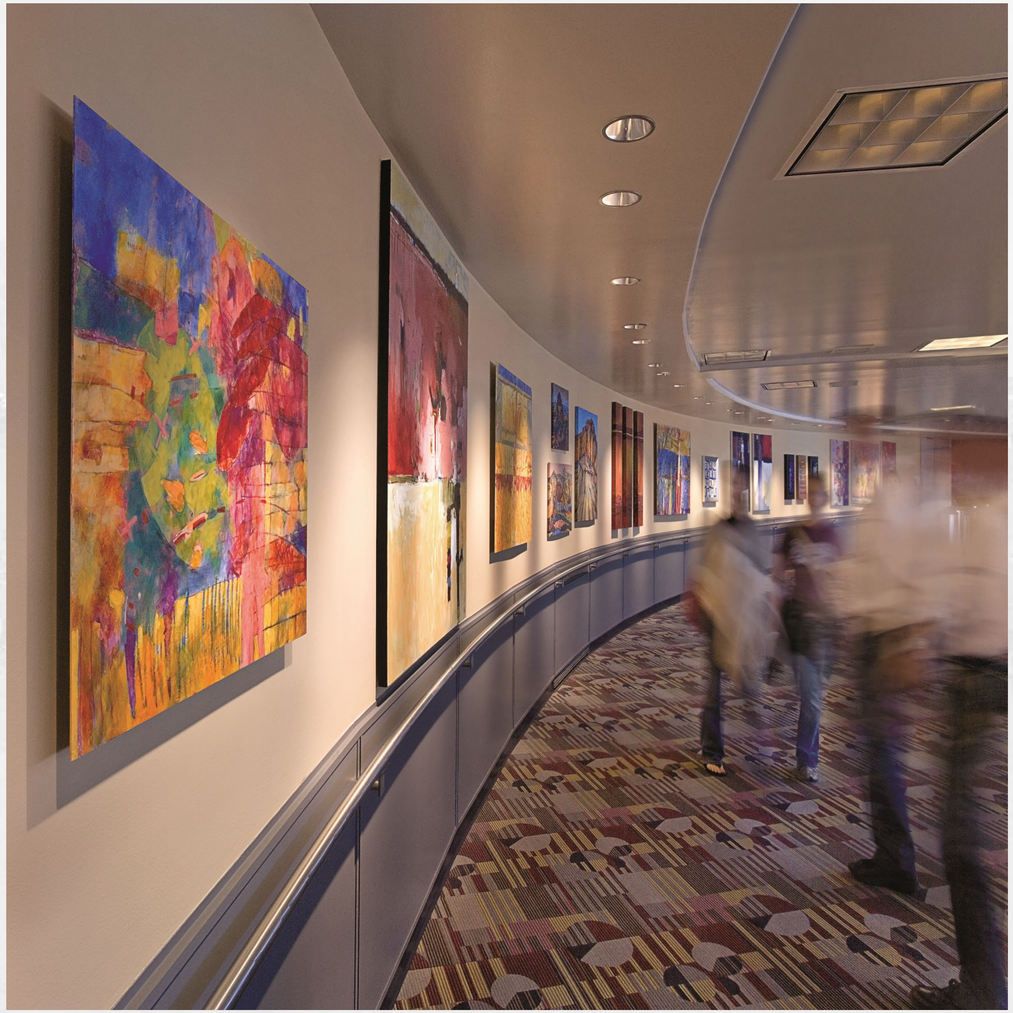
SLC ART PROGRAM

Salt Lake City Airport Advisory Board
November 18, 2026

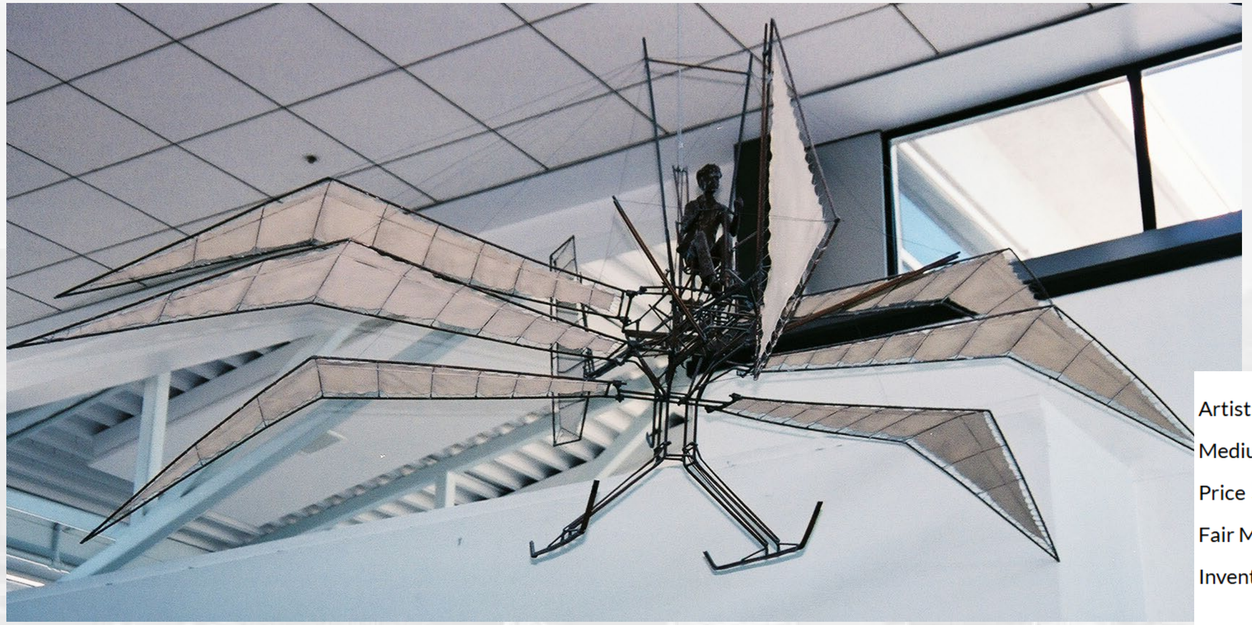
Airport Fine Art Collection

Existing art collection - 400 plus pieces

- 2020 valued at nearly $1.9 million
- 2026 valued at $2.5 million



The Flying Machines



Artist: Dennis Smith

Medium: Cast bronze, welded steel, fabric

Price $15,000

Fair Market Value $15,000

Inventory or Accession Number: 12393.01-C

Tags: utah artist , scw - level 2 hammerhead , thenewslc

Status: Available

Condition

Very Good

Original Image Files

Concourse A-West Hammerhead

(edit)

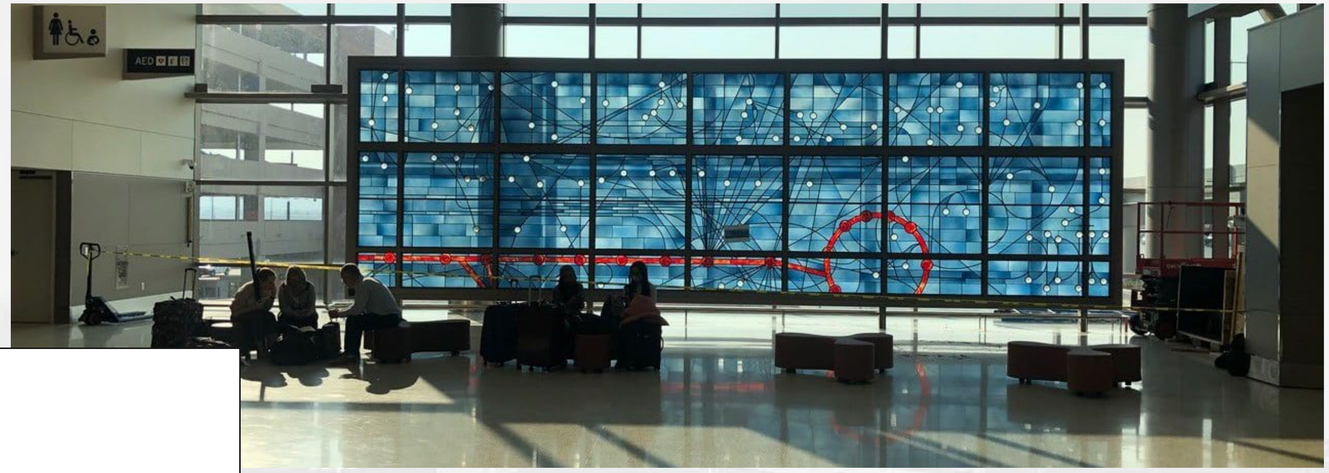
Assign to New Location or Loan Out | Return to inventory

Location History

New Location Record | Export (XLS, CSV)

Location	Dates	Current	
Concourse A-West Hammerhead	-	✓	Edit
Maintenance Warehouse - NS04	Aug 31, 2018 - Jan 01, 2019 4 months		Edit

You Are Here



Mid-Concourse Tunnel







Whimsy Walls





The World Map Reimagined…Then Reinstalled





Art Open Houses





Advisory Board Meeting

November 18, 2026

Media Clippings

https://slcairport.com/assets/pdfDocuments/AABoard/November2026ClippingPacket.pdf

Compiled by the Communication & Marketing Dept.

SLC INTERNATIONAL

November 2026
Media Clippings

Advisory Board Meeting

Compiled by Communication & Marketing Dept.

	SLCDA Airport Advisory Board November 2026		
Date	**Media Outlet**	**Subject**	**Market Value**
9/29/2026	The Voice of Airports	Ed Clayson interview	
10/7/2026	KSL	SLC sale of wetland hits snag	$25,918.93
10/7/2026	KSL Radio	Delta adds four new flights at SLC	
10/7/2026	Fox News	SLC ranked least-stressful airport	$345,031.60
10/7/2026	AOL	SLC ranked least-stressful airport	$146,673.05
10/7/2026	MSN	SLC ranked least-stressful airport	$587,524.77
10/7/2026	Arizona Daily Sun	Delta adds SLC-Flagstaff service	
10/8/2026	Utah News Dispatch	SLC slows sale of wetlands	
10/8/2026	SLC Weekly	SLC slows sale of wetlands	
10/8/2026	One America News	SLC ranked least-stressful airport	
10/8/2026	The New York Post	SLC ranked least-stressful airport	$306,620.92
10/9/2026	KSL	SLC sale of wetland hits snag	$241.74
10/9/2026	Simple Flying	Delta cancels routes at hubs	$43,325.46
10/11/2026	KUTV	Long TSA lines, flight delays at SLC	$5,489.16
10/12/2026	KUTV	Long TSA lines, flight delays at SLC	$516.66
10/14/2026	USA Today	10Best Reader's Choice Awards	
10/14/2026	The Travel	Best, worst airports for connections	$11,506.06
10/15/2026	KUTV	Fall Break travel	$2,910.73
10/15/2026	KSL	TSA scales back Gateside program	$25,918.93
10/15/2026	Quartz	Best airport pre Conde Nast Traveler	$12,278.42
10/16/2026	KUTV	Fall Break travel	$796.32
10/16/2026	KUTV	Judge dismisses lawsuit against SLC	$10,281.63
10/16/2026	ABC4	Judge dismisses lawsuit against SLC	$11,348.86
10/16/2026	KSL	TSA scales back Gateside program	$1,195.81
10/16/2026	Fox 13	Judge dismisses lawsuit against SLC	$7,497.04
10/16/2026	TownLift	Delta launces 4 new flights at SLC	$231.95
10/16/2026	KNRS	TSA scales back Gateside program	
10/17/2026	Hoodline	Judge dismisses lawsuit against SLC	$9,872.59
10/17/2026	View From the Wing	Judge dismisses lawsuit against SLC	$6,975.41
10/18/2026	Engineering News-Record	The New SLC Phase 4 opening	
10/18/2026	The Travel	TSA precheck	$11,506.06
10/19/2026	KSL Radio	Sensory Rooms at SLC Airport	
10/19/2026	Construction Review	The New SLC Phase 4 opening	$870.53
10/19/2026	Signal News Salt Lake City	The New SLC Phase 4 opening	$0
10/19/2026	Paddle Your Own Kanoo	Judge dismisses lawsuit against SLC	$2,945.31
10/21/2026	KUTV	The New SLC almost complete	$1,304.10
10/21/2026	ABC4	TSA's Gateside Precheck program	$249.66
10/22/2026	KUTV	The New SLC almost complete	$1,753.80
10/23/2026	The Deseret News	Airports close to ski resorts	$21,620.27
10/23/2026	KUTV	Vehicle fire at SLC parking lot	$11,994.63
10/23/2026	ABC4	Vehicle fire at SLC parking lot	$11,348.86
10/23/2026	KSL	Vehicle fire at SLC parking lot	$26,805.88
10/23/2026	Fox 13	Vehicle fire at SLC parking lot	$8,766.51
10/23/2026	KSL Radio	Vehicle fire at SLC parking lot	

10/23/2026	KNRS	Vehicle fire at SLC parking lot	
10/23/2026	Gephardt Daily	Vehicle fire at SLC parking lot	$531.66
10/23/2026	Cedar News	Vehicle fire at SLC parking lot	
10/23/2026	EIN Presswire	Art installations at The New SLC	$2,643.33
	This story was picked up by six online media outlets		$0.00
10/23/2026	EIN Presswire	The New SLC musical theme	$2,643.33
	This story was picked up by 170 online media outlets		$29,890.84
10/23/2026	EIN Presswire	SLC completes The New SLC	$2,643.33
	This story was picked up by 174 online media outlets		$24,068.74
10/24/2026	KUTV	The New SLC celebration event	$16,301.23
10/24/2026	ABC4	The New SLC celebration event	$14,021.32
10/24/2026	KSL	The New SLC celebration event	$33,142.45
10/24/2026	Fox 13	Vehicle fire at SLC parking lot	$917.19
10/25/2026	KUTV	The New SLC celebration event	$1,093.36
10/25/2026	ABC4	The New SLC celebration event	$180.12
10/25/2026	KSL	The New SLC celebration event	$23,828.22
10/25/2026	Fox 13	The New SLC celebration event	$2,374.62
10/25/2026	Deep Arrival	SLC adds seven gates	
10/25/2026	Industry Journal of Utah	SLC marks end of 12-year rebuild	
10/25/2026	Archynetys	SLC celebrates end of construction	
10/25/2026	Germanic News	SLC celebrates end of construction	
10/26/2026	KUTV	The New SLC celebration event	$2,635.77
10/26/2026	ABC4	The New SLC celebration event	$1,482.92
10/26/2027	KSL	SLC to open last gates of The New SLC	$1,993.28
10/26/2026	Fox 13	The New SLC celebration event	$332.88
10/26/2025	TownLift	SLC marks completion of New SLC	$231.95
10/26/2026	ACI-NA Centerlines	SLC opens final phase of New SLC	
10/26/2026	Aviation Week	SLC celebrates end of construction	$5,360.25
10/27/2026	The Deseret News	SLC opens final phase of New SLC	$22,574.72
10/27/2026	KUTV	SLC opens final phase of New SLC	$7,831.21
10/27/2026	ABC4	SLC opens final phase of New SLC	$11,729.19
10/27/2026	KSL	SLC opens final phase of New SLC	$53,550.86
10/27/2026	Fox 13	SLC opens final phase of New SLC	$7,497.04
10/27/2026	KSL Radio	SLC opens final phase of New SLC	
10/27/2026	Axios Salt Lake City	SLC opens final phase of New SLC	$81,575.24
10/27/2026	Mid-Utah Radio	SLC opens final phase of New SLC	$49.53
10/27/2026	Yahoo! News	SLC opens final phase of New SLC	$113,283.30
10/27/2026	Airways	SLC opens final phase of New SLC	
10/27/2026	Simple Flying	SLC opens final phase of New SLC	$43,325.46
10/27/2026	Airport Suppliers	SLC opens final phase of New SLC	
10/27/2026	AVI News	SLC opens final phase of New SLC	
10/28/2026	Fox 13	SLC opens final phase of New SLC	$2,847.22
10/28/2026	KSL	SLC opens final phase of New SLC	$8,099.29
10/28/2026	Salt Lake City Weekly	SLC opens final phase of New SLC	
10/28/2026	Utah Express	SLC opens final phase of New SLC	
10/28/2026	Industry Journal of Utah	SLC opens final phase of New SLC	
10/28/2026	Aviation Pros	SLC opens final phase of New SLC	$275.25

10/28/2026	World News	SLC opens final phase of New SLC	$870.53
10/29/2026	Fox 13	Fire at SLC parking lot	$11,025.98
10/29/2026	AAAE	SLC opens final phase of New SLC	
10/29/2026	Airport World	SLC opens final phase of New SLC	$77.81
10/29/2026	Stuck at the Airport	SLC opens final phase of New SLC	$28.70
10/29/2026	Airport Experience News	SLC opens final phase of New SLC	$87.17
10/30/2026	KUTV	Bill Wyatt interview	$519.03
10/30/2026	KUTV	Mayor Mendenhall interview	$612.25
10/30/2026	KUTV	Swig opens at SLC Airport	$1,049.91
10/30/2026	KUTV	United Airlines new gates	$920.53
10/30/2026	KUTV	Mayor Mendenhall interview	$612.25
10/30/2026	KUTV	New concessions open at SLC	$847.53
10/30/2026	KUTV	Monarca opens at SLC	$1,265.82
10/30/2026	KSL	Fire at SLC parking lot	$3,469.47
10/30/2026	Fox 13	Fire at SLC parking lot	$133.51
10/30/2026	Daily Dispatch	Fire at SLC parking lot	
10/30/2026	Utah Express	Fire at SLC parking lot	
10/30/2026	Hoodline	PortSLC Air Cargo	$9,872.59
10/31/2026	KNRS	Interview with Nate Lavin	
10/31/2026	eTurbo News	SLC opens final phase of New SLC	$271.48
10/31/2026	Hospitality Career	SLC opens final phase of New SLC	$17.87
11/1/2026	ABC4	Child gives candy to Delta pilots	$1,328.40
11/1/2026	KDXU	SLC opens final phase of New SLC	$15.61
11/2/2026	ABC4	Small plane slides of SLC runway	$11,348.86
11/2/2026	Fox 13	Small plane slides of SLC runway	$7,497.04
11/2/2026	Gephardt Daily	Small plane slides of SLC runway	$531.66
11/2/2026	Utah Express	Small plane slides of SLC runway	
11/2/2026	Signal News Salt Lake City	Small plane slides of SLC runway	
11/2/2026	HOK	SLC opens final phase of New SLC	$823.72
11/2/2026	HOK	How to plan for a new terminal	$823.72
11/3/2026	HOK	Conde Nast Traveler awards	$823.72
11/4/2026	ABC4	Holiday decorations at SLC Airport	$11,904.97
11/4/2026	Fox 13	Holiday decorations at SLC Airport	$4,118.78
11/4/2026	Salt Lake City Weekly	SLC opens final phase of New SLC	
11/4/2026	World News	SLC opens final phase of New SLC	$870.50
11/5/2026	ABC4	Holiday decorations at SLC Airport	$12,223.39
11/5/2026	Fox 13	Holiday decorations at SLC Airport	$210.93
11/5/2026	Axios Salt Lake City	Holiday decorations at SLC Airport	$81,575.24
11/5/2026	Signal News Salt Lake City	Delta to resume SLC-Lima service	
11/5/2026	Signal News Salt Lake City	Holiday decorations at SLC Airport	
11/7/2026	ABC4	Holiday decorations at SLC Airport	$7,710.34

SLC Airport News

AIRPORT WORLD
Proudly Serving the Airport Industry for 31 Years

INFRASTRUCTURE DEVELOPMENT | MASTER PLANNING | NEW INFRASTRUCTURE | NEWS

Salt Lake City celebrates completion of capital development programme

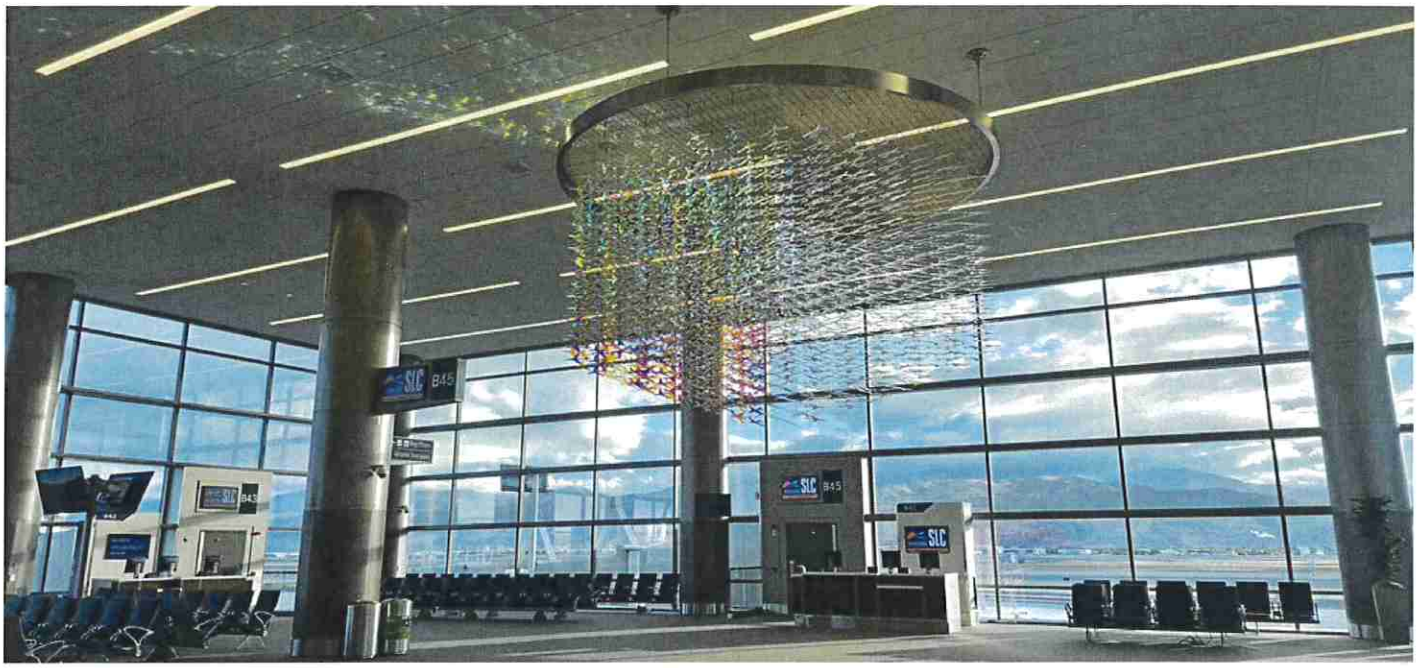
Staff reporter · 29 October 2026



Salt Lake City International Airport has celebrated the completion of its $5.1 billion New SLC Redevelopment Program with current and former employees who had a hand in building the new-look gateway.

A celebration titled 'Gateway to the World' highlighted the airport's transformation to a global facility with the premiere of an airport theme titled Lux Altior or 'Higher Light' by Utah-based composer Kurt Bestor capturing the miracle of flight through music.

A suspended art installation titled 'Crossroads to the World' featuring about 2,500 colourful, laser-cut acrylic airplanes was also unveiled during the celebrations.



SLCDA commissioned Artist Gordon Huether early in the programme to design, create and install several major, structurally integrated art pieces for The New SLC.

The installations were part of the airport design from the early stages to create a strong identity and sense of place to enhance the passenger experience.

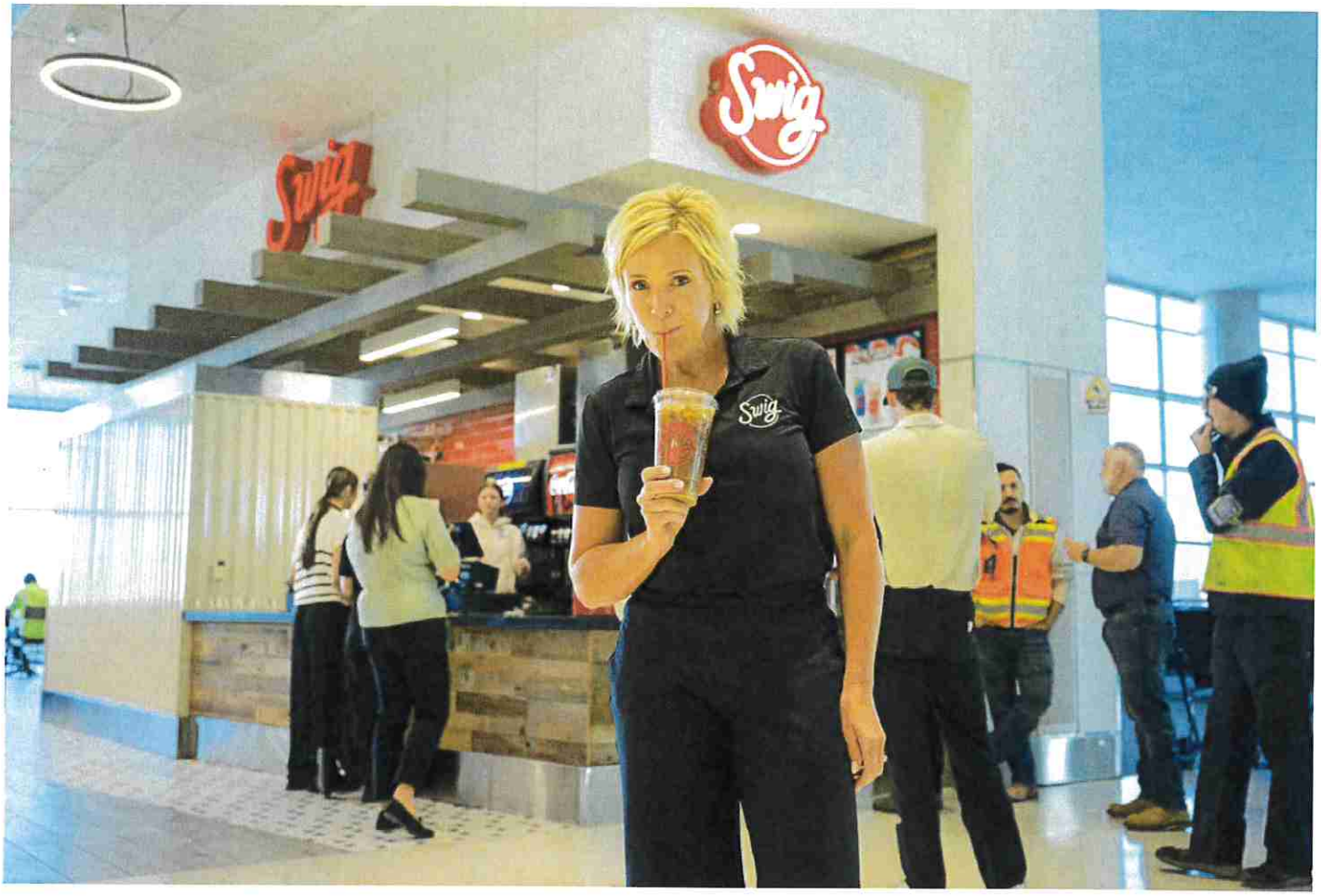
Coming full circle, many of the individuals who participated in the groundbreaking returned to SLC to re-create a photo taken in July 2014.



They included former and current Salt Lake City Mayors, Salt Lake City Council members, the airport's past and present executive directors, Airport Advisory Board members and The New SLC's construction director.

Current executive director of the Salt Lake City Department of Airports, Bill Wyatt, said: "We stand here today in this beautiful airport because of the dedication of hundreds of workers – from architects and accountants to planners and pavers.

"They had the foresight and determination to build a completely new airport, and they did so despite numerous challenges faced. To you I extend a hearty congratulations and deep thanks and appreciation."



Nearly 25,000 craft workers were employed during the redevelopment program working more than 18 million craft hours.

The approximately 132,000-square-foot addition in Concourse B-east includes seven new gates and six new concessions.

Five of the gates will be occupied by United Airlines and two will be common-use gates.

The concessions are a mix of local and national brands: Einstein Bros. Bagels, Monarca, Moochies Meatballs, Mr. Charlies Chicken Fingers, Swig and retailer & Go SLC.

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SLC Completes New Facility

by Sarah Beling | Oct 29, 2026 | News Flash



Local legislators and stakeholders from the Salt Lake City Department of Airports (SLCDA) gathered recently to celebrate the completion of the new Salt Lake City International Airport (SLC). The last section of the $5.1-billion New SLC Redevelopment Program to open features a 132,000-square-foot addition with seven new gates and six new concessions: Einstein Bros. Bagels, Monarca, Moochies Meatballs, Mr. Charlie's Chicken Fingers, Swig and retailer &Go SLC. The department of airports marked the occasion with performances from Utah-based composer Kurt Bestor as well as musicians and singers, including students from Salt Lake's Madeleine Choir School.

"We stand here today in this beautiful airport because of the dedication of hundreds of workers — from architects and accountants to planners and pavers," said Bill Wyatt, executive director at SLCDA. "They had the foresight and determination to build a completely new airport, and they did so despite numerous challenges faced. To you I



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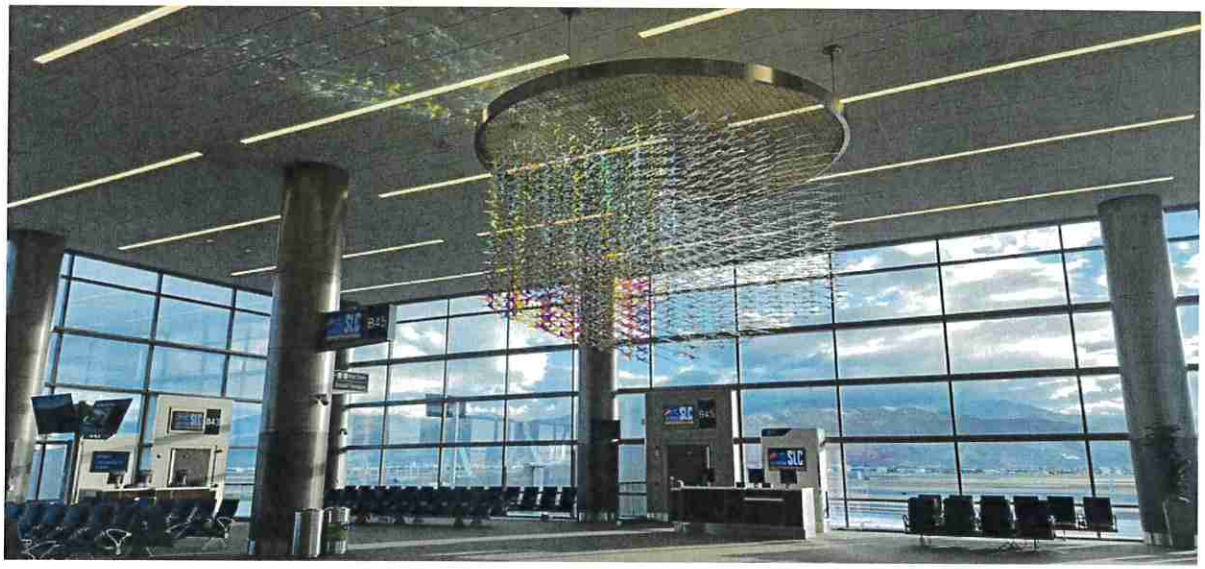

Salt Lake City International Marks Completion of $5.1B Construction Project

Salt Lake City International (SLC) this week celebrated the completion of "The New SLC Redevelopment Program" over two days with a ribbon cutting, the premiere of an airport theme and other activities that brought together current and former employees who had a hand in building the $5.1 billion airport.

On October 24, a celebration titled "Gateway to the World," highlighted the airport's transformation with the premiere of an airport theme titled " Lux Altior," or "Higher Light," by Utah-based composer Kurt Bestor, capturing the miracle of flight through music. Thirty-seven singers, including students from Salt Lake's Madeleine Choir School, and 21 musicians performed on instruments from a variety of countries to represent the global theme.

A suspended art installation, "Crossroads to the World," featuring about 2,500 colorful, laser-cut acrylic airplanes was also unveiled *(pictured above)*. The Salt Lake City Department of Airports (SLCDA) commissioned artist Gordon Huether early in the program to design, create and install several major, structurally integrated art pieces.

Coming full circle, many of the individuals who participated in the groundbreaking returned to the Utah airport to re-create a photo taken in July 2014. They included former and current Salt Lake City Mayors, Salt Lake City Council members, the airport's past and present executive directors, Airport Advisory Board members and The New SLC's construction director.

"We stand here today in this beautiful airport because of the dedication of hundreds of workers — from architects and accountants to planners and pavers," said SLCDA Executive Director Bill Wyatt. "They had the foresight and determination to build a completely new airport, and they did so despite numerous challenges faced. To you I extend a hearty congratulations and deep thanks and appreciation." Nearly 25,000 craft workers were employed during the redevelopment program working more than 18 million craft hours.

The newly opened, and final piece of the redevelopment program, is a 132,000-square-foot addition in Concourse B that includes seven new gates and six new concessions. Five of the gates will be occupied by United Airlines and two will be common-use gates. The concessions are a mix of local and national brands including Einstein Bros. Bagels, Monarca, Moochies Meatballs and Mr. Charlies Chicken Fingers.



Aeromexico Add Threes New Routes to Mexico City



Aeromexico this week announced three new nonstop routes connecting Mexico City International with U.S. destinations.

The new routes add daily service to John Wayne Orange County Airport in California; Fort Lauderdale Hollywood International; and Portland International Airport in Oregon.

All three routes will begin service in January 2027 and will year-round aboard Aeromexico Boeing 737 MAX8 aircraft with 166 seats. Upon launch, Aeromexico will be the only airline offering nonstop service between Mexico City and each of the three destinations.

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AIRPORT INFRASTRUCTURE & OPERATIONS

Salt Lake City International Airport Completes $5.1 Billion Redevelopment

With the final phase complete, the airport now has 94 aircraft gates, four hardstand positions and 101 concessions.

Oct. 28, 2026 2 min read

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Salt Lake City International Airport (SLC) has completed its $5.1 billion redevelopment program, marking the end of a 12-year construction effort that transformed the airport into a modern aviation hub.

The final seven gates opened Oct. 27 in Concourse B-east, completing the fourth and final phase of The New SLC Redevelopment Program. The approximately 132,000-square-foot addition includes five gates for United Airlines, two common-use gates and six new concessions.

With the final phase complete, the airport now has 94 aircraft gates, four hardstand positions and 101 concessions.

The redevelopment replaced three aging terminals with a centralized terminal, two linear concourses and an expanded network of passenger facilities. The project also included new parking and rental car facilities, roadway improvements and tunnels connecting the concourses.

Construction began in 2014, with the first phase opening in September 2020. Subsequent phases opened incrementally, allowing the airport to maintain operations throughout the

redevelopment.

Airport Executive Director Bill Wyatt said the project was completed ahead of schedule and under budget. The airport accelerated portions of construction during the COVID-19 pandemic, taking advantage of reduced passenger traffic to demolish older facilities sooner than originally planned.

The redevelopment was financed through airport revenues, passenger facility charges, rental car customer facility charges, airport revenue bonds and federal grants. No local tax dollars were used.

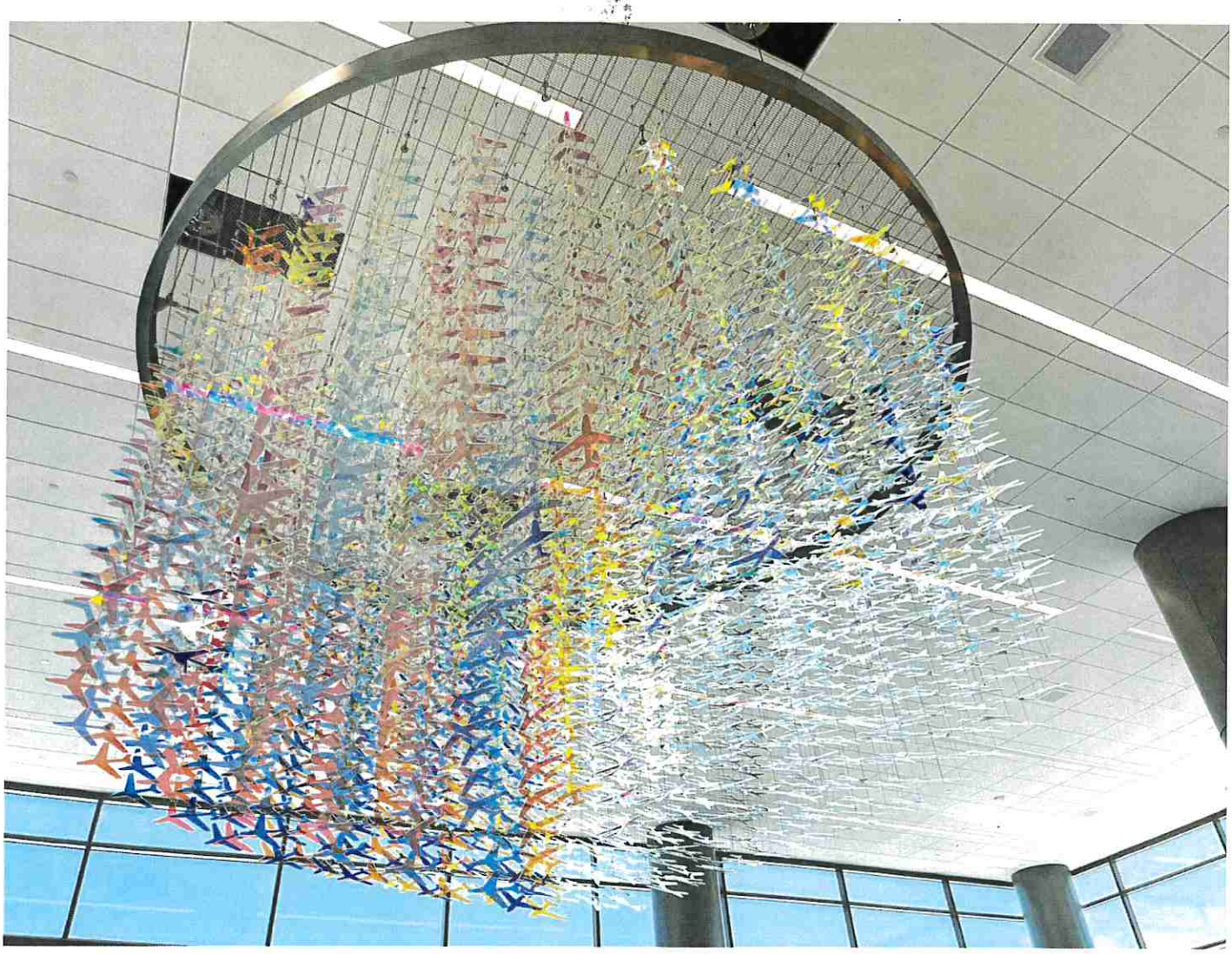
Nearly 25,000 craft workers contributed more than 18 million hours of labor to the project, according to the Salt Lake City Department of Airports.

Although the redevelopment program is complete, airport officials are already considering future expansion. Long-term plans include a potential Concourse C and runway improvements to accommodate additional airline service.

The completed airport is designed to accommodate approximately 34 million passengers annually, providing capacity for continued growth in the Salt Lake City region.

SLC airport makeover complete +LA gets a giant new air & space center

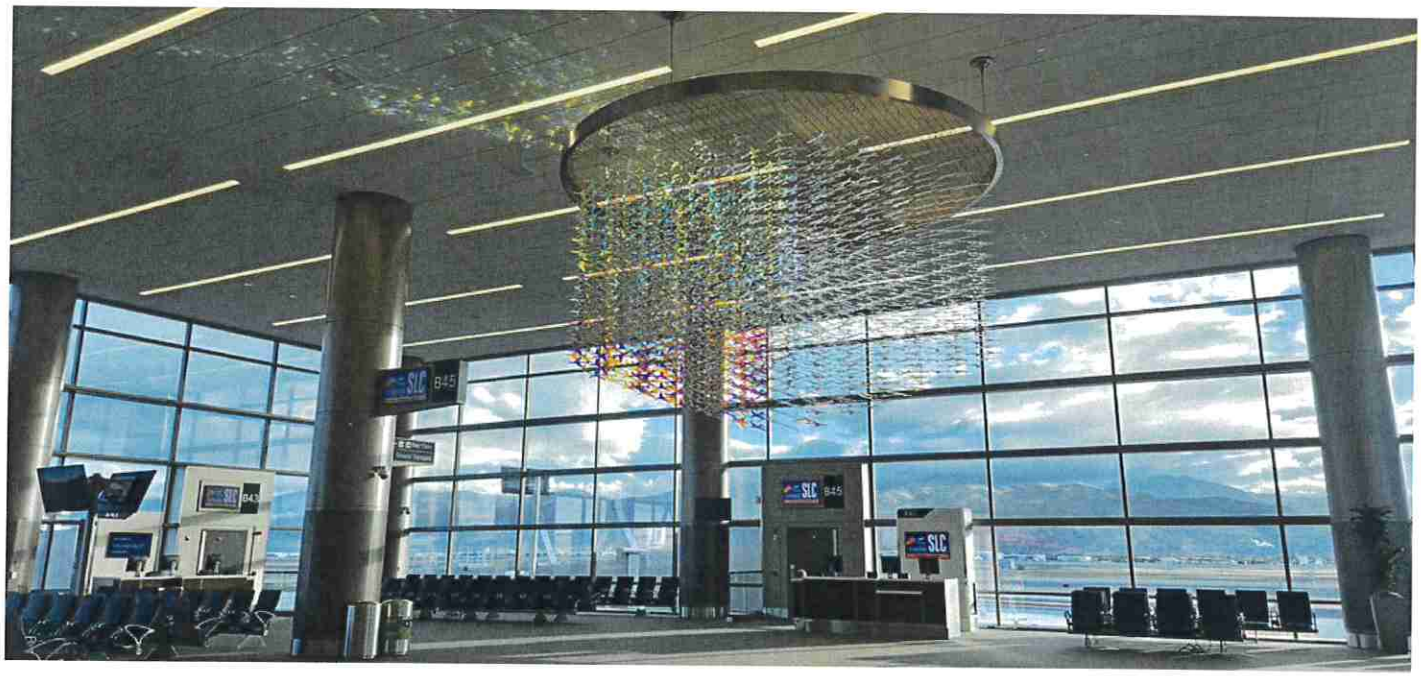
By Harriet Baskas October 29, 2026



Salt Lake City International Airport

Salt Lake City International Airport (SLC) recently held a ribbon cutting event to mark the official completion of a 12 year, $5.1 billion infrastructure project that has now completely replaced the old airport with a modern new facility.

Higher Light) and unveiled a new work by artist Gordon Huether tiled "Crossroads to the World," which is made of 2,500 colorful laser-cut acryllic airplanes.



The project broke ground in July 2014 and the construction replaced three aging terminals with a state-of-the-art facility central terminal and two linear concourses. Phase 1 opened to passengers in September 2020, Phase 2 opened in October 2023, and Phase 3 opened in October 2024. Four additional gates opened in July 2026, and the remaining seven gates and six concessions open on October 27, 2026, for a total of 101 concessions and 94 aircraft gates.

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Salt Lake City's 12-year airport project is over. What happens next?

SALT LAKE CITY — Several thoughts came to Bill Wyatt's mind as he finally saw the glass windows at the eastern end of the Salt Lake City International Airport's Concourse B for the first time Tuesday morning.

Wyatt, the airport's director, thought of the contractors and construction workers who have worked diligently over the past 12 years to complete the $5.1 billion full buildout of the brand-new airport, many of whom he may never see again as they move on to the next new project.

Then he thought of the legacy left by everyone who planned or built the project, not just over the past decade, but over the past 30 years.

"It's a great feeling because all of us — the thousands of people who have been part of this — are going to have their fingerprints on this facility, which will be here for generations and generations to come," he said, as passengers sifted through to eight new gates behind him.

Salt Lake City airport's initial buildout came to an end this week, as the first flight out of the last construction phase took off Monday night and the final new concessions opened Tuesday morning.

City leaders and Delta Air Lines officials joined airport employees in commemorating the moment with one last ribbon-cutting, celebrating the 94 gates and more than 100 concession areas within the complex.

The moment marked the end of a long journey spanning several decades.

Planning for the new Salt Lake City airport began in the mid-1990s, but a few unexpected disruptions — mainly 9/11 and the 2008 financial crisis — delayed the beginning of construction by about 20 years.

Six years of construction later, the airport's first gates finally opened in September 2020, in the middle of a global pandemic. Extra gates have opened in phases over the past six years, leading up to this week.

The project was completed ahead of schedule and under budget, Wyatt noted. It was also named as one of the best airports in North America as part of the 2025 ASQ Customer Experience Awards.

"This airport is really, truly head and shoulders above," said Salt Lake City Mayor Erin Mendenhall, before thanking all her predecessors who helped with the vision. "This airport is for all of you: Salt Lake City, Utah, the entire region and now the world. We are so happy to open it up to you, finally (and) totally."

The end?

However, "the end" in this story comes with a question mark rather than a period.

Passengers might notice a mysterious escalator between B41 and B46 when they arrive at the end of the airport. It's currently blocked off, but it hints at the next phase of growth hidden in plain sight — while other hints are just out of view.

The mysterious escalator leads to the outside of the concourse, allowing airlines to operate without a jet bridge. Passengers use a bus that goes to a parked plane, boarding through stairs rolled up to it, Wyatt explained.

"It's a way for, for example, a new airline to test Salt Lake without having to make a huge investment, and see if this is a place they want to be," he told KSL. "It is just a little added piece of flexibility in service, as well."

It isn't in use now, but he believes it could be requested at some point over the next few years.

Airport officials are also planning to extend the runway to handle recent challenges airlines have faced. During hot days, airlines often have to ask passengers to board another flight or adjust fuel to address the heat density factor, which makes it less profitable and worthwhile for airlines to fly out of the airport.

The goal is to complete that extension before the 2034 Winter Olympics, which could help bring in more international airlines.

Salt Lake City's future plans also call for a Concourse C at some point. A somewhat secret tunnel exists next to the airport's "river tunnel" that has space for a future tram that will eventually link up three concourses when that's built.

When it is built is to be determined.

The airport recorded nearly 28.5 million passengers during the 2026 fiscal year, which wrapped up on June 30. That's a modest 1.2% increase from the previous fiscal year, but Wyatt estimates that the trigger point to begin construction won't be until volumes reach 34 million to 35 million.

Projecting when that will happen is difficult to tell; however, as evidenced by the delays between planning the new airport and its completion 30 years later.

If the local economy remains strong and other economic factors, like high fuel prices—one of the biggest challenges at the moment—settle, it could reach the trigger point in the 2030s. If not, it could take longer.

"We don't really have control over those things," Wyatt said.

Thus, for now, the primary focus is operating an airport that's now complete, while watching metrics to see when the time is right to build again.

Cold case solved: DNA links serial killer Ted Bundy to 1974 murder of Utah teen

NEWSLOCAL NEWSSALT LAKE CITY

Salt Lake City airport completes $5.1B rebuild with final Concourse B gates






By: Suzanne Stevens

Posted 9:21 PM, Oct 27, 2026

SALT LAKE CITY, Utah — Salt Lake City International Airport opened the final seven gates of Concourse B on Tuesday, completing a $5.1 billion redevelopment that took 12 years to build and decades to plan.

"It's an exciting day for all of Utah and for Salt Lake," airport Executive Director Bill Wyatt said. "We just cut our last ribbon for the opening of the final gates on the B concourse."

00:05 02:00

The final 132,000-square-foot section includes five gates for United Airlines and two common-use gates for other carriers. It also adds six concessions: Swig, Monarca, Moochie's, Mr. Charlie's Chicken Fingers, Einstein Bros. Bagels and &Go.

The completed airport now has 94 gates, four hardstand positions and 101 places to eat or shop.

The redevelopment replaced aging terminals while the airport continued serving passengers. Wyatt said the pandemic changed the construction plan when a drop in air travel allowed crews to get busy.

"The pandemic gave us the opportunity to basically take the old airport down all at once," Wyatt said.

He said that decision helped the airport finish five years ahead of schedule.

The project was funded through airport revenue, passenger and rental-car fees, revenue bonds and federal funding. Airport officials said no local tax dollars were used.

Mayor Erin Mendenhall said the finished airport is about more than adding gates.

"It will attract more tourism to the state and to the region, which is also going to attract business and more jobs to this economy," Mendenhall said. "Salt Lake City is more and better connected to every part of the globe."

Traveler Kevin Farley, who was visiting friends in Utah, said he found the airport easy to use.

"The parking is super easy. The pickups are super easy," Farley said. "I have nothing but great things to say about it."

United will move into its final gates over the next several days.



WASATCH FRONT NEWS

Final gates and concessions open at Salt Lake City International Airport, ending 12 years of construction

by: **Abigail Jones**
Posted: Oct 27, 2026 / 11:28 AM MDT
Updated: Oct 27, 2026 / 11:28 AM MDT

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SALT LAKE CITY (ABC4) — All of Salt Lake City International Airport is officially open to the public, with the final few gates and concessions opening Tuesday morning.

"This airport is truly head and shoulders above," Mayor Erin Mendenhall said, extending her appreciation to past mayors, councilmembers, and employees at the Department of Airports for getting us here. "It's been one of the greatest honors of my time as a public servant in Salt Lake City over the past near 14 years to be part of this airport, from the shovel in the ground to its completion today."

It's been a long journey to get to this point. SLCIA broke ground on The New SLC in July 2014, and as part of the massive redevelopment, a new terminal and two concourses were built. Salt Lake City Department of Airports executive Director Bill Wyatt said that the planning for this moment began in the 1990s.

SLC International Airport celebrates end of 12-year construction ›

The first phase opened in September 2020, and Phase 2 opened in October 2023. Phase 3 Opened in October 2024, and four more gates opened in July 2026. Now, phase four is complete as the remaining seven gates and six concessions opened on Tuesday, Oct. 27.

"No more dust walls, no more gates, no more fences, no more five-mile walks to get a mile away, and we're really excited about this," Wyatt said.













Five of the new gates will house arrivals and departures for United Airlines, and the remaining two will be used as needed for different airlines.

Now complete, SLCIA has 94 aircraft gates and 101 concessions.

"This airport is for all of you. Salt Lake City, Utah, the entire region, and now the world," Mendenhall added.

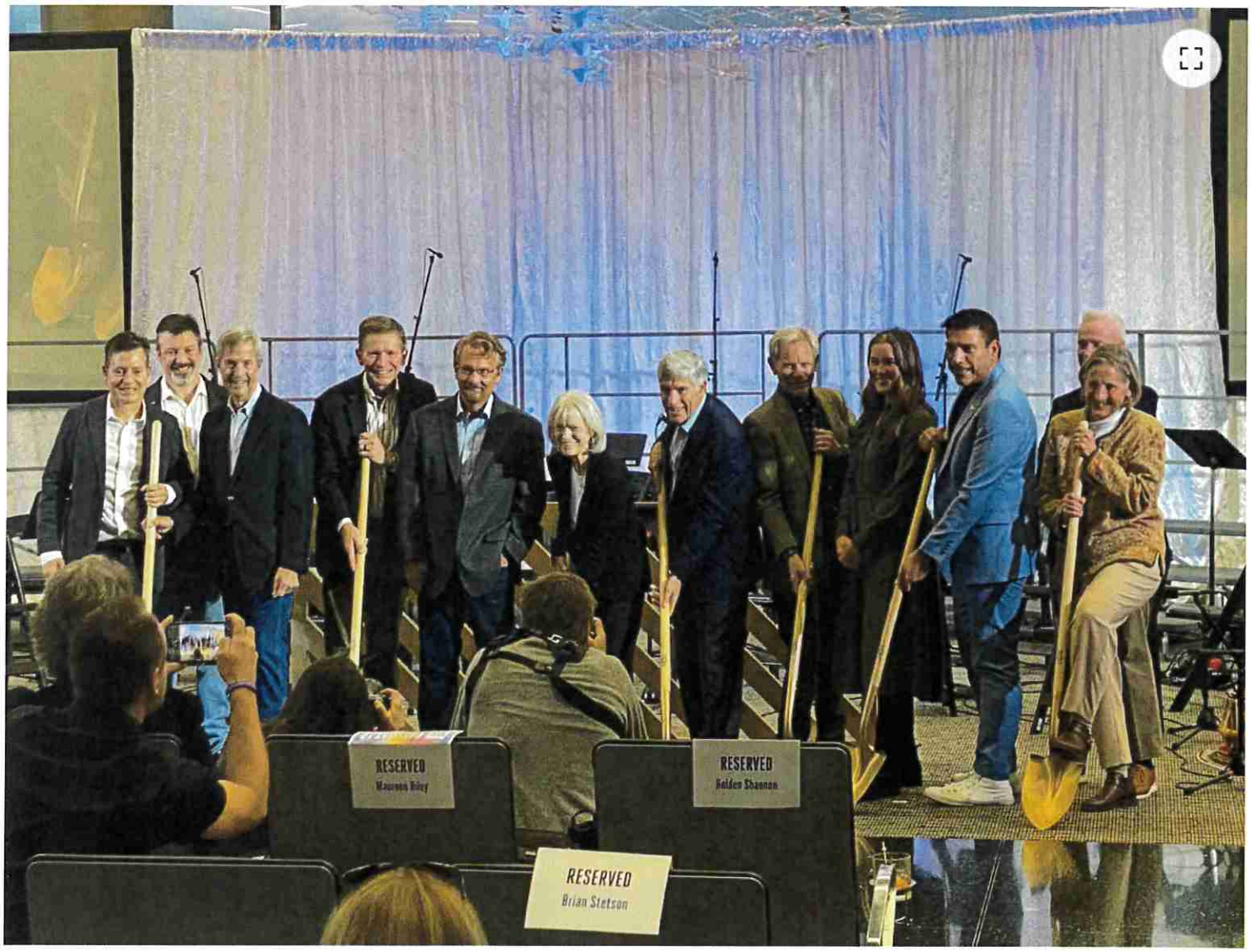
Next story in 5

NEWS OCTOBER 28, 2026

Final B Terminal gates open as Salt Lake City Airport adds art, lounges and local businesses.

Smooth Landing

Grace X. Maya



Salt Lake City dignitaries, including Mayor Erin Mendenhall, former mayor Ralph Becker and current Council chairman Alenjandro Puy, celebrate the completion of at 12-year renovation project at SLC International Airport on Saturday, October 24, 2026. Grace X. Maya

Salt Lake City celebrated the completion of its airport renovations on Saturday, opening the final seven gates of the far stretches of B Terminal and ending work that began in 2014. For SLCDA Executive Director, Bill Wyatt, it was a fitting celebration for a city with "determination, vision and ambition."

SLC's airport has long been in high demand. Stretching back to the 1930s, capacity was increased first by land purchases and airport bonds, then by the 1960s construction of the "Old Airport" and most recently by the 2014 groundbreaking that turned the former, horseshoe-shaped facility into the parallel Terminals A and B seen today.

"It would have been a whole lot easier if we tore the whole thing down and closed the airport for five or six years," Wyatt said. "That's not how it goes."

Instead, more than 1,000 construction workers, airport employees and engineers juggled daily operations with the exhaustive process that brought about a new parking garage, seismic foundational support and the new concourse B. Balancing the needs of tens of thousands of daily travelers while rebuilding security infrastructure and expanding gates was made easier by the 2020 COVID pandemic, which significantly decreased the strain of daily passengers.

"We went from, months prior, having 25 [thousand] to 35,000 passengers a day to having 1,500 a day," Wyatt explained in a short documentary presentation. "The reduced passengers allowed planners to rethink construction of Phase 2, which was completed earlier and at a tremendous cost savings."

Salt Lake City Mayor Erin Mendenhall was most proud of the affordability of construction, both for the city and for the taxpayer. The $5.1 billion renovation was completed entirely through bonds and traveler fees. No local tax dollars went toward the project.

"I'm very grateful to be here and celebrate with you because nearly my entire time in elected office, this airport has been rising," said Mendenhall, who was a member of the City Council when construction started. "After millions of hours of work, after opening a new airport in the middle of a global pandemic, and then continuing to build around millions of passengers every single year, we are here at the finish line."

Airport upgrades weren't limited to terminal size. Massive installations by artist Gordon Huether now decorate the space. From the iridescent waterfall shards on the main

staircase to the wavy river tunnel connecting terminals A and B, Huether sought to capture Utah's nature in his works.

"We're celebrating the natural beauty of Utah," Huether said. "That has been the underlying theme the whole time, the story I've been trying to tell."

Huether's final installation, titled "Crossroads of the World," lies at the end of the freshly-finished B gates. The massive chandelier consists of laser-cut chromatic airplanes suspended in a flock.

"This really is the crossroads of the world," Huether said. "From this beautiful airport, you can set off to anywhere in the world."

On the commercial side, new airport amenities include a second Delta Club and Centurion Lounge, local restaurants and breweries and, most recently, a Swig soda shop near gate B39. A "street pricing" policy ensures that the goods and food available to travelers are priced in line with sister locations outside the airport.

Flights out of the new gates began on Tuesday morning. United currently operates those gates, with direct flights to Denver, Chicago and California.

Increased international flights may be in the airport's future, particularly from Delta, which operates out of SLC as a hub.

"We're proud to be your partner," Delta relations director Sarah Gonzales said. "We're so excited to see what's next."

UTAH EXPRESS
UTAH'S #1 NEWS SOURCE

LOCAL NEWS

Salt Lake City International Airport Finishes $5.1 Billion Reconstruction

Illustrative photo. This image is a stock photograph and does not depict the actual people, places or events described in this article.

Christopher Lee, Staff Reporter
Utah Express

October 28, 2026 2 min read

Salt Lake City International Airport opens its final Concourse B gates, wrapping up a 12-year, $5.1 billion redevelopment project.

Salt Lake City Airport Wraps Up Massive Redevelopment

fox13now.com reported that the Salt Lake City International Airport opened the final seven gates of Concourse B on Tuesday. The opening marks the completion of a $5.1 billion redevelopment project that required 12 years of construction and decades of planning.

Airport Executive Director Bill Wyatt commented on the milestone. "Its an exciting day for all of Utah and for Salt Lake," Wyatt said. "We just cut our last ribbon for the opening of the final gates on the B concourse."

> **Related:** Examining the environmental footprint of Halloween costumes and seasonal waste

The newly opened 132,000-square-foot section provides five gates designated for United Airlines and two common-use gates for other carriers. Six new concessions also open in the space: Swig, Monarca, Moochies, Mr. Charlies Chicken Fingers, Einstein Bros. Bagels, and &Go.

With this final addition, the updated airport reaches a total of 94 gates, four hardstand positions, and 101 shopping and dining locations. The multi-year project successfully replaced aging terminals while keeping the facility operational for travelers.

> **Related:** Canyon View and Ogden claim titles at 3A state cross country championships

Pandemic Impact and Funding

According to fox13now.com, construction plans shifted during the pandemic when a decline in air travel allowed work crews to accelerate their efforts.

"The pandemic gave us the opportunity to basically take the old airport down all at once," Wyatt said. This strategic pivot enabled the airport to finish construction five years ahead of schedule.

> **Related:** Viewmont girls, Maple Mountain boys win 5A cross country state titles

The entire redevelopment was financed through airport revenue, passenger and rental-car fees, revenue bonds, and federal funding. Airport officials stated that the project utilized zero local tax dollars.

Economic Growth and Passenger Reactions

Salt Lake City Mayor Erin Mendenhall emphasized that the completed terminal expansion extends beyond merely increasing gate capacity.

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"It will attract more tourism to the state and to the region, which is also going to attract business and more jobs to this economy," Mendenhall said. "Salt Lake City is more and better connected to every part of the globe."

Passengers visiting the area also shared positive feedback regarding the new layout. Traveler Kevin Farley, visiting friends in Utah, praised the facility's accessibility.

> **Related:** Utah Football's Moment of Loudness: A Fresh Voice and Vision for Fans

"The parking is super easy. The pickups are super easy," Farley said. "I have nothing but great things to say about it."

fox13now.com noted that United Airlines will transition into its final gates over the course of the next several days.

Industry Journal of UTAH

Salt Lake City airport marks construction completion with premiere of new theme piece

Oct. 25, 2026

By AI, Created 17:27 UTC, Oct 25, 2026, AGP -
Salt Lake City's airport system is celebrating completion of The New SLC with the world premiere of a commissioned musical work by Utah composer Kurt Bestor. The milestone highlights the first new hub airport built in the United States this century and the final phase of a $5.1 billion redevelopment.

Why it matters: - Salt Lake City Department of Airports has completed the first new hub airport built in the United States this century. - The project is a $5.1 billion redevelopment that reshaped the airport into a central terminal and two linear concourses. - The finished airport is positioned as a civic showcase for Utah culture as well as a transportation hub.

What happened: - Salt Lake City Department of Airports commissioned Utah composer Kurt Bestor to create an airport theme celebrating flight. - Bestor's new work, "Lux Altior," received its world premiere at a celebration marking completion of The New SLC on Oct. 24, 2026. - Bill Wyatt, executive director of SLCDA, said the airport has focused on design that reflects the beauty and culture of Utah. - Wyatt said the commission extends SLC's effort to embrace art across visual, auditory and performed forms.

The details: - "Lux Altior" translates to "The Higher Light." - The piece was inspired by Leonardo da Vinci and his fascination with flight. - The composition is meant to reflect the airport as a place for dreams, reunions, new cultures and new adventures. - Bestor said he aimed to create a unified piece using instrumentation from around the musical globe. - Bestor said he chose choirs because an airport is more than architecture and is also a place where people leave to pursue dreams or arrive to begin new lives. - The adult choir sings about the pursuit of Lux Altior and travelers' collective dreams and aspirations. - The

treble choir, performed by the Cathedral of the Madeleine School Choir, expresses hopes for Lux Pacem in Aeternum, or "Light and Peace Forever." - "Lux Altior" is available at SLC Airport, Kurt Bestor and will stream on Spotify and Apple Music. - Information and photos for The New SLC Redevelopment Program are available at construction updates.

Between the lines: - The commission turns the airport completion event into a cultural statement, not just a construction milestone. - The use of choirs and a da Vinci theme frames air travel as both practical infrastructure and a symbol of human ambition. - The airport's art strategy appears designed to make the terminal experience feel distinctly local and more memorable for travelers.

What's next: - The remaining seven gates and six concessions are scheduled to open on Oct. 27, 2026. - Four more gates opened in July 2026. - Phase 1 opened in September 2020, Phase 2 opened in October 2023 and Phase 3 opened in October 2024. - The completed airport now has 94 aircraft gates and 101 concessions. - The redevelopment program broke ground in July 2014.

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Simple Flying

United Lands Most Of The Final Gates At Delta's Salt Lake City Fortress As $5.1B Rebuild Ends





By Jake Hardiman Oct 27, 2026, 5:11 AM EDT

Salt Lake City International Airport (SLC) in Utah has finally completed a 12-year construction and redevelopment project valued at more than $5 billion. The final phase will officially go live on Tuesday with the opening of the last section of Concourse B East. Here, the majority of the new gates are set to be used by United Airlines, despite its US legacy rival Delta Air Lines being SLC's top user.

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The airport's long-term redevelopment has truly been a labor of love, with tens of thousands of workers dedicating tens of millions of hours of work over 12 years in order

to make The New SLC Redevelopment Program a reality. Given the large scale of the project, the celebrations were equally ambitious, with a major ceremony held on Saturday, October 24, to mark the completion of the rebuild.

United Airlines Will Get Five Of The Seven New Gates



With the last remaining section of Concourse B East opening to the public on Tuesday, Salt Lake City International Airport has officially closed the book on its ambitious rebuild. According to the facility, this expansion will add some 132,000 square feet (12,263 square m) of real estate to the growing airport, with six concessions set to be housed. These will include Einstein Bros. Bagels, Monarca, and Swig.

Question 1 of 3

How many new gates opened in the final section of Concourse B East?

Ten gates

Two gates

Seven gates

Four gates

Report Error

On the operational side of things, this expansion will also see seven new gates added to the airport. While SLC is mainly associated with Delta Air Lines, it is notable that, of these seven new gates, five will be reserved for use by **United Airlines**, one of Delta's main US rivals. The other two will be common-use gates. Bill Wyatt, the Executive Director of the Salt Lake City Department of Airports, said on Saturday:

> ***"We stand here today in this beautiful airport because of the dedication of hundreds of workers. (...) They had the foresight and determination to build a completely new airport, and they did so despite numerous challenges."***

A Day Of Celebration

Credit: BUI LE MANH HUNG | Shutterstock



Wyatt's speech was made as part of a wider event commemorating the 12-year journey that has resulted in Salt Lake City having a rebuilt airport. Given the long timeframe, this project has been a multi-part affair, with Simple Flying covering the third phase back in October of 2024. This weekend, the airport marked the completion of the redevelopment with a celebration with the theme 'Gateway to the World.'

The extravagant ceremony featured aspects relating to both art and music, with "*a suspended art installation featuring about 2,500 colorful, laser-cut acrylic airplanes*" and an ensemble of 37 singers and 21 musicians being among the highlights on these fronts. The airport also showcased "*a 15-minute vignette from a Salt Lake Airport documentary produced by Avalanche Studios*" on Saturday night.

All in all, it took almost 25,000 craftworkers a combined 18 million hours across the 12-year rebuild, which started back in July 2014, in order to bring the New SLC Redevelopment Program to life. Even during its phased opening since 2020, the new Salt Lake City airport has already won numerous awards, and it will hope that it will continue to see success now that its redevelopment program is finished.

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By **Aaron Bailey**

Delta Remains The Airport's Dominant Operator



While Star Alliance founding member United Airlines has been given five of the seven new gates in Salt Lake City as the airport's final new section opens, its presence at the facility is still dwarfed by that of its SkyTeam rival **Delta Air Lines**. Using November of 2026 as an example, Cirium, an aviation analytics company, shows that Delta has planned 7,182 flights from SLC, compared to United Airlines' 593.

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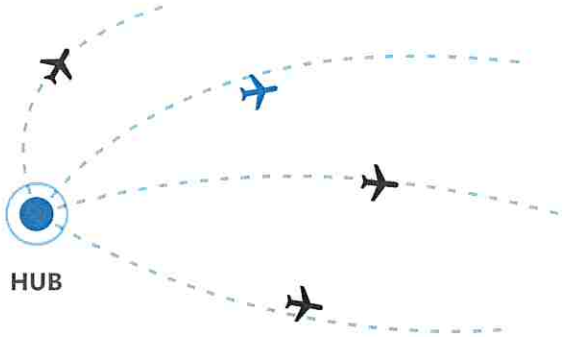

With that being said, United has experienced stronger year-on-year growth at SLC, with its November 2026 total being 2.8% higher than last year, compared to 1.6% for Delta. Furthermore, Delta's seat capacity has actually dropped by 0.5% year-on-year despite more flights, while United's is up by 1.8%. Even so, with Delta operating 7,182 of SLC's 9,733 November departures, it remains dominant in Utah.

Salt Lake City Schedules Final Gates in US$5.1bn Rebuild



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SALT LAKE CITY — Salt Lake City International Airport (SLC) is scheduled to open its final seven Concourse B-east gates on October 27, the last passenger-facing stage of a US$5.1bn redevelopment that began in 2014.

The airport celebrated completion of construction on October 24, ahead of the planned public opening. Five gates are assigned to United Airlines (UA) and two will be common-use gates. The airport puts the completed development at 94 aircraft gates and 101 concessions.

The final addition covers approximately 132,000 square feet (12,300 square meters) and includes six concessions. It follows four Concourse B-east gates that opened in July.

November 2026



Photo: Michael Rodeback/Airways

A Terminal Replacement in Stages

The project replaced three aging terminals with a central terminal and two linear concourses. Its first passenger facilities opened in 2020, with further phases following in 2023 and 2024.

The airport says its single-terminal layout removes duplicated check-in, security and baggage-claim facilities. The Central Tunnel linking Concourses A

and B opened in October 2024, making that passenger connection part of an earlier phase rather than a feature arriving with the final gates.

Delta Air Lines (DL), the airport's largest airline, completed its Concourse A expansion in 2023. United is the named airline recipient of five gates in this final section. The completion announcement does not identify new routes or additional flights tied to those gates.

Financing and Future Capacity

According to the airport's project fact sheet, financing combines airport funds, passenger and rental-car facility charges, airport revenue bonds and federal grants. The airport says no local tax dollars are being spent on the redevelopment.

The fact sheet lists capacity for 34 million passengers. That is a facility-capacity figure, rather than a forecast of traffic or an airline growth commitment.



Company Salt Lake City International Airport

Date 27.10.2026



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Photo Credit: Salt Lake City International Airport Exterior, courtesy Salt Lake City International Airport

Salt Lake City International Airport (SLC) has completed its 12-year redevelopment programme, marking the final milestone in a major investment to transform the airport's infrastructure and expand its capacity.

The New SLC programme began in June 2014 and has involved the construction of a completely new airport facility. Nearly 25,000 craft workers contributed to the redevelopment, completing more than 18 million craft hours.

The final phase includes a 132,000-square-foot extension to Concourse B-east, which opens to passengers on 27 October. The expansion adds seven gates and six concessions, further increasing the airport's capacity and range of passenger amenities. Five of the new gates will be occupied by United Airlines, while the remaining two will be available for common use.



Photo Credit: Salt Lake City Plaza and Delta Check-in, courtesy Salt Lake City International Airport

The concessions comprise a mix of local and national food and retail brands, including Einstein Bros. Bagels, Monarca, Moochies Meatballs, Mr. Charlies Chicken Fingers, Swig and & Go SLC.

The redevelopment's first phase opened in September 2020. Since then, the airport has received recognition from travel publications including *Condé Nast Traveler*, *Travel + Leisure* and *USA Today*. Airports Council International also named SLC the Best Airport in North America in the large-hub airport category.

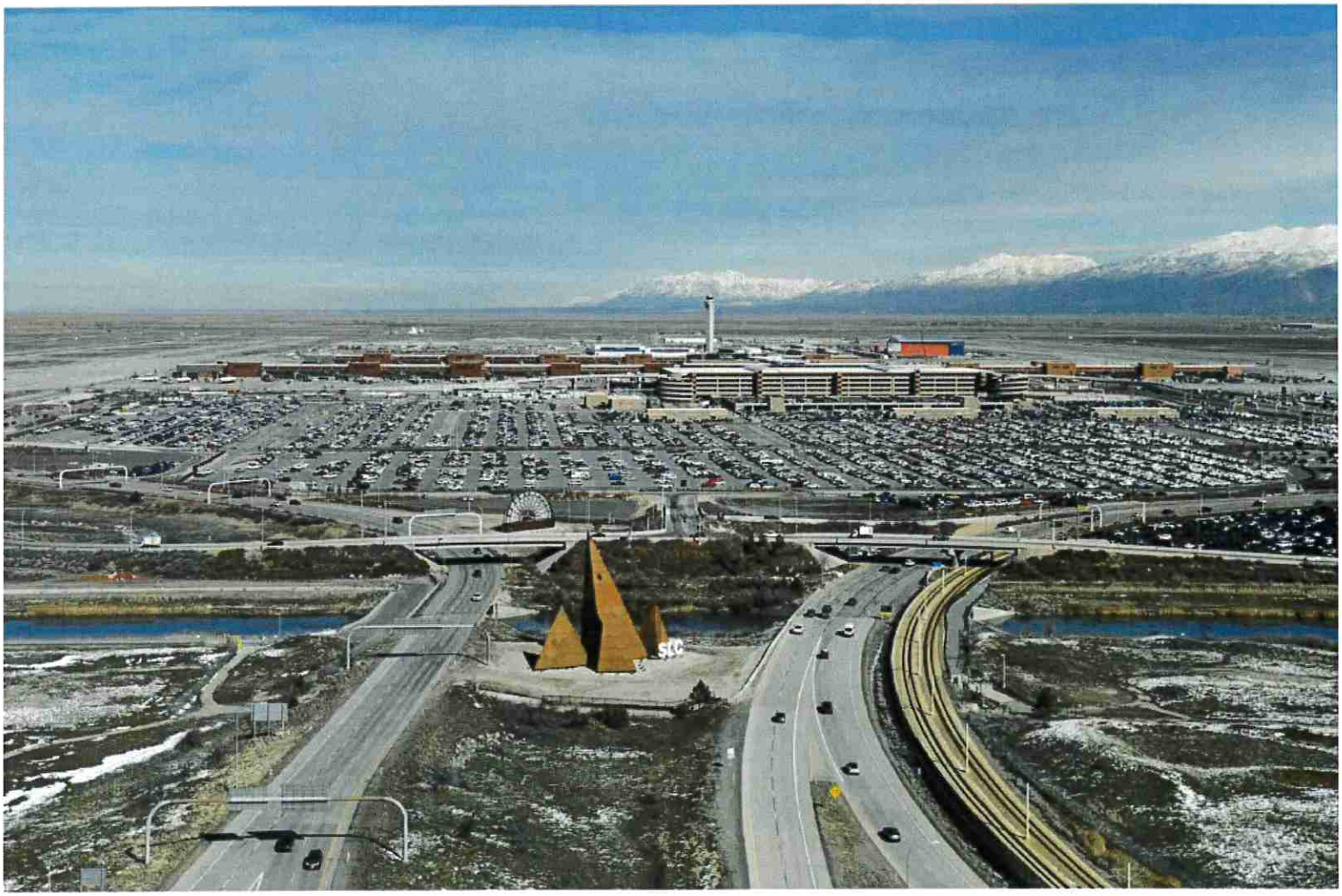
Bill Wyatt, executive director of the Salt Lake City Department of Airports, credited the thousands of workers involved in delivering the project, highlighting their dedication in overcoming the challenges of constructing a completely new airport.

The completion of The New SLC marks a significant milestone in the airport's long-term development, providing expanded facilities and additional capacity to support future passenger demand.

Salt Lake City airport marks completion of $5.1 billion redevelopment



by **Rebecca Brenner**
Published: Oct 26, 2026 at 10:05 am



Salt Lake City International Airport is marking the completion of its 12-year, $5.1 billion redevelopment, with the final seven gates scheduled to open Oct. 27. Photo: Salt Lake City International Airport

The 12-year project reaches its final milestone Oct. 27, when seven gates and six concessions open in Concourse B.

SALT LAKE CITY — Twelve years after breaking ground, Salt Lake City International Airport is marking the completion of its $5.1 billion redevelopment, with the final seven gates scheduled to open Tuesday, Oct. 27.

The Salt Lake City Department of Airports held a celebration Saturday, Oct. 24, to mark the completion of The New SLC Redevelopment Program. Phase 4, the project's final phase, opens to passengers Oct. 27 with seven additional gates and six new concessions.

The project broke ground in July 2014. The first phase of the new airport opened in September 2020, followed by Phase 2 in 2023 and Phase 3 in 2024. Portions of the final phases continued opening in 2025 and 2026.

When the final gates open Tuesday, the airport will have 94 aircraft gates, four hardstand positions and 101 concessions, according to the Salt Lake City Department of Airports.

The seven new gates will primarily serve United Airlines. Two will be common-use gates that other airlines can use as needed.

Six concessions will also open Tuesday: Einstein Bros. Bagels, Moochie's Cheesesteaks, Monarca, Mr. Charlie's Chicken Fingers, Swig & Go SLC, a news and convenience store.

Airport officials say the redevelopment created the first new U.S. airline hub airport built in the 21st century.

How was the project paid for?

No local tax dollars funded the redevelopment, according to the Salt Lake City Department of Airports.

The department operates as an enterprise fund, meaning Salt Lake City's general fund does not support airport operations.

The $5.1 billion project was financed through a combination of airport funds, passenger facility charges, rental-car customer facility charges, airport revenue bonds, and federal grants.

According to the airport's project fact sheet, federal grants accounted for 4.5% of project funding.

What changed?

The redevelopment replaced Salt Lake City's aging airport facilities with a new terminal, two linear concourses and two tunnels, along with a new parking garage, rental-car facilities and roadway improvements.

Airport officials say the completed facilities are designed to accommodate 34 million passengers annually.

2020 and 12 years after construction began.

"It has been six years since we opened The New SLC and 12 years since we broke ground," Bill Wyatt, executive director of the Salt Lake City Department of Airports, said in the airport's July announcement.

Although the redevelopment program is reaching its end, the airport will continue other infrastructure work separately as it plans for future growth.

The airport's final opening also comes just ahead of Utah's ski season. Ski Utah says 10 resorts are within an hour of Salt Lake City International Airport, including Park City Mountain and Deer Valley. Park City Mountain is scheduled to open Nov. 20, while Deer Valley is scheduled to open Dec. 5.

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By: Rebecca Brenner

Contact: rebecca@townlift.com

Rebecca Brenner is a Park City–based journalist whose work has appeared in Time, the Los Angeles Times, Tin House, The Rumpus, and other outlets. She is the founder of Mindful. Summit County, a member of Leadership Park City Class 30 and the Park City Community Foundation's DEI Cohort, and a board member of Summit Pride. Her debut memoir, Paper House, was published by Wayfarer Books in 2025.

Read more from Rebecca Brenner

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Salt Lake City Airport Completes 12-Year, $5.1B Rebuild

Aaron Karp October 26, 2026



Credit: Salt Lake City International Airport

Salt Lake City International Airport (SLC) is opening the final section of its new terminal after 12 years of construction, completing a total rebuild of the Delta Air Lines hub.

The airport kicked off the $5.1 billion "New SLC Redevelopment Program" in July 2014 and construction has been ongoing since. Over the course of the program, three terminals were replaced with one central terminal and two linear concourses.

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The new terminal has 94 gates and space for 101 concessions. The terminal opened in phases starting in September 2020, when Delta started operations as the sole tenant of Concourse A, which has 25 gates.

The final section of Concourse B, which includes seven new gates, is operational as of Oct. 27. United Airlines will use five of the gates, while two will be common-use.

Nearly 25,000 workers were employed over the course of the redevelopment program, according to SLC.

The previous terminal was built with the intended capacity of 10 million annual passengers. The airport handled 26 million passengers in 2019 even before the first component of the new terminal opened. SLC handled 28 million passengers in 2025.

SALT LAKE CITY INTERNATIONAL AIRPORT DELTA AIR LINES UNITED AIRLINES

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Salt Lake City Airport Completes $5B Rebuild; United Gets Five of Seven New Concourse B East Gates

Why It Matters

A rebuilt hub can allocate new gates to a challenger carrier without shifting the incumbent's lead, so gate assignment becomes a signal of competitive intent rather than current market share.

Oct 27 Disclaimer

What happened

Salt Lake City International Airport (SLC) in Utah has completed a 12-year redevelopment project valued at more than $5 billion. The final phase goes live on Tuesday with the opening of the last section of Concourse B East. The expansion adds about 132,000 square feet (12,263 square meters), with six concessions, and seven new gates. Five of the seven gates are reserved for United Airlines, even though Delta Air Lines is the airport's dominant carrier.



Salt Lake City International Airport celebrates completion of 12-year construction project

by Jonathan May, KUTV
Sat, October 24, 2026 at 7:52 PM
Updated Sat, October 24, 2026 at 10:16 PM

TOPICS: SALT LAKE CITY INTERNATIONAL AIRPORT REDEVELOPMENT CONCOURSE B UNITED AIRLINES C(

SALT LAKE CITY (KUTV) — Salt Lake City International Airport marked the end of its 12-year redevelopment project with a ceremony Saturday night featuring new music and an art installation.

The final section of Concourse B-east is scheduled to open Oct. 27. The 132,000-square-foot addition includes seven gates and six concessions.

Five gates will serve United Airlines, and two will be available for common use.

The redevelopment program began in 2014 and replaced three aging terminals with a central terminal and two concourses. The first phase opened in September 2020. The project cost $5.1 billion.

"In just a few days, the final seven gates will open. The new SLC will have 94 gates and 101 concessions, completing a $5.1 billion investment. And that's given Salt Lake City the first new hub airport built in the United States in the 21st century," Salt Lake City Mayor Erin Mendenhall said.

About 25,000 craft workers contributed more than 18 million work hours to the redevelopment, the airport said.

Saturday's celebration included the premiere of "Lux Altior," an airport theme composed by Utah musician Kurt Bestor.

The airport also unveiled 'Crossroads to the World,' a suspended installation of about 2,500 laser-cut acrylic airplanes.

"To the millions of travelers who have lived through temporary tunnels, changing pickup locations, construction walls and, yes, some decently long walks, thank you for your patience and for trusting us with your travel," Mayor Mendenhall said.

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WASATCH FRONT NEWS

SLC International Airport celebrates end of 12-year renovations

by: Tyler Moss
Posted: Oct 24, 2026 / 09:37 PM MDT
Updated: Oct 24, 2026 / 10:08 PM MDT

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SALT LAKE CITY, Utah (ABC4) — The end of the SLC Redevelopment Program was reached tonight, capped off with a celebration titled "Gateway to the World."

The expansion broke ground in 2014 and has added seven new gates and six new concessions to the Salt Lake City International Airport.

"More opportunity, we think, to expand the network of flying out of Salt Lake even further, more international destinations, more destinations around North America as well," said Bill Wyatt, Executive Director of the Salt Lake City International Airport.

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Five of the new gates will house arrivals and departures for United Airlines, with the remaining two serving as common use gates that can be used as needed.

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The concessions are also opening on Oct. 27, with Swig and Einstein Bros. Bagels taking two of the available openings.

Salt Lake City officials are excited that the airport growth is adding to the growth of the city as well.

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"Salt Lake City is leveling up economically, culturally, and on a global scale," said Salt Lake City Mayor Erin Mendenhall. "And as we look toward 2034 and hosting the Olympic and Paralympic Games, this is the right time and the right kind of expansion to the rest of the world to start paying a little bit more attention and have it be more convenient for them to get here."

In total, the expansion cost a total of 5.1 billion dollars and was completely self-funded through the airport revenue and bonds.

"We can get on to just the regular work of running the airport, recruiting new carriers where we can. And, the capital projects that we've put off while we completed this," continued Wyatt.

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Salt Lake City International Airport celebrates end of construction

SALT LAKE CITY — Construction of the new Salt Lake City International Airport is finally finished.

The final piece of Concourse B will open in a few days, marking the end of a 12-year project. City, airport and community leaders gathered Saturday to celebrate.

"I couldn't be more proud of this incredible accomplishment," said Salt Lake City Mayor Erin Mendenhall.

The project first broke ground in July 2014, and it evolved over the years.

"After millions of hours of work — after opening a brand new airport in the middle of a global pandemic and then continuing to build around millions of passengers every single year — we are here at the finish line," Mendenhall said.

The final piece of the airport has 132,000 square feet, new restaurants and concessions including Swig and Moochie's Cheesesteaks, and seven new gates. Most of the new gates will be used by United Airlines.

The project cost $5.1 billion. Airport and city leaders noted that amount was funded by things like federal grants and user fees, not local tax dollars.

"Now, we can get on to just the regular work of running the airport, recruiting new carriers where we can, and the capital projects that we've put off while we completed this," said Bill Wyatt, the airport's executive director.

During Saturday's celebration, the airport also unveiled a new art installation in the concourse known as "Crossroads to the World," made of many laser-cut acrylic airplanes. Musician Kurt Bestor composed a song to mark the end of construction, which was performed during the event.

It is a long walk to the last piece of Concourse B, which some travelers have complained about over the years. But officials said it's an important step toward getting ready for travelers to the Salt Lake Temple open house next year and the Winter Olympics in 2034.

"Thank you for your patience and for trusting us with your travel," Mendenhall said. "A project like this ends only once, but starting next week, this place simply gets to be what we've been building it to be – our gateway to the world, our gateway to one another."

The airport plans to hold a ribbon-cutting Tuesday morning to officially open the last part of Concourse B to travelers.

There were 1,253 press releases posted in the last 24 hours and 500,138 in the last 365 days.

Touch Down: SLC International Airport Celebrates the End of an Era

NEWS PROVIDED BY
Salt Lake City International Airport (/sources/u658605)
October 25, 2026, 00:00 GMT

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After 12 years of construction the final phase of The New SLC is complete

SALT LAKE CITY, UT, UNITED STATES, October 24, 2026 /EINPresswire.com (https://www.einpresswire.com/)/ -- With the wave of a composer's baton, the Salt Lake City International Airport celebrated the end The New SLC (https://slcairport.com/thenewslc/) Redevelopment Program—a 12-year construction project—on Saturday night. The theme for the

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We are here today in this beautiful airport because of the dedication of hundreds of workers. They had the foresight &determination to build a completely new airport despite numerous challenges faced."
— Bill Wyatt, Executive Director, Salt Lake City Department of Airports

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highlighting the airport's transformation to a global facility. To mark the final construction milestone, Utah-based composer Kurt Bestor created an airport theme titled "Lux Altior," or "Higher Light," which premiered at the event and captures the miracle of flight through music. In addition, "Crossroads to the World," a suspended art installation featuring about 2,500 colorful, laser-cut acrylic airplanes was unveiled.

The Salt Lake Department of Airports (SLCDA) broke ground on The New SLC in June 2014. Twelve years later, many of the individuals who attended that groundbreaking and appear in a photo from that day returned for the final celebration. They included former and current Salt Lake City Mayors, Salt Lake City Council members, the airport's past and present

executive directors, Airport Advisory Board members and The New SLC's construction director.

Speakers included Airport Executive Director Bill Wyatt, Salt Lake City Mayor Erin Mendenhall, Delta Air Lines State and Local Government Affairs Director Sara Gonzales and Artist Gordon Huether. Thirty-seven singers—including students from Salt Lake's Madeleine Choir School—and 21 musicians performed on instruments from a variety of countries to represent the global theme. The program also featured a 15-minute vignette from a Salt Lake Airport documentary produced by Avalanche Studios.

"We stand here today in this beautiful airport because of the dedication of hundreds of workers —from architects and accountants to planners and pavers," said Bill Wyatt, executive director, SLCDA. "They had the foresight and determination to build a completely new airport, and they did so despite numerous challenges faced. To you I extend a hearty congratulations and deep thanks and appreciation." Nearly 25,000 craft workers were employed during the redevelopment program working in more than 18 million craft hours.

The final section of Concourse B-east opens to the public on Oct. 27. The approx. 132,000-square-foot addition includes seven new gates and six

new concessions. Five of the gates will be occupied by United Airlines and two will be common-use gates. The concessions are a mix of local and national brands: Einstein Bros. Bagels, Monarca, Moochies Meatballs, Mr. Charlies Chicken Fingers, Swig and retailer & Go SLC.

Since the first phase opened in September 2020, The New SLC has earned numerous awards from publications such as Conde Nast Traveler, Travel + Leisure and USA Today. In addition, SLC was named Best Airport in North America in the large-hub airport category by Airports Council International.

For additional information and facts about The New SLC, go to: https://slcairport.com/thenewslc/construction-updates/ (https://slcairport.com/thenewslc/construction-updates/)

The New SLC Redevelopment Program broke ground in July 2014. The construction replaced three aging terminals with a state-of-the-art facility central terminal and two linear concourses. Phase 1 opened in September 2020, Phase 2 opened in October 2023, and Phase 3 opened in October 2024. Four gates opened in July 2026, and the remaining seven gates and six concessions open on October 27, 2026, with a total of 101 concessions and 94 aircraft gates. The cost of The New SLC is $5.1 billion.

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SLC International Celebrates Completion of Construction with a Musical Premiere

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Utah Composer Kurt Bestor to Premier Lux Altior at Final Celebration

SALT LAKE CITY, UT, UNITED STATES, October 24, 2026 /EINPresswire.com (https://www.einpresswire.com/?promo=4700)/ --

Contact

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Salt Lake City Department of Airports has achieved something not done this century: constructed the first new hub airport in the United States. To celebrate this milestone, SLCDA commissioned Utah composer Kurt Bestor to write an airport theme to celebrate flight.

> **We have focused on designing an airport that represents the beauty and culture of Utah. Engaging composer Kurt Bestor expands on a broader theme to embrace all aspects of our surroundings through art."**
> *— Bill Wyatt, Executive Director, Salt Lake City Department of Airports*

Bestor is an award-winning composer, arranger and performer whose music bridges the worlds of orchestral, choral and popular music. His latest work, "Lux Altior," makes its world premiere at a celebration marking the completion of The New SLC (http://slcairport.com/thenewslc) on October 24, 2026.

"From the start, we have focused on designing an airport that represents the beauty and culture of Utah," said Bill Wyatt, executive director, SLCDA. "Engaging the talents of a Utah-based composer Kurt Bestor expands on a broader theme SLC has undertaken to embrace all aspects of our

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surroundings through art—whether visual, auditory or performed."

Lux Altior, which translates as "The Higher Light," was inspired by Leonardo da Vinci and his fascination with flight. The composition celebrates the airport as a gateway to realizing dreams, connecting with loved ones, discovering new cultures and embarking on adventures.

"I wanted to create a piece that, while incorporating instrumentation spanning the musical globe, would sound cohesive and unified," Bestor said. "I chose to feature choirs in this piece because an airport is more than glass, steel, wood and creative architecture. It is a place where people depart to pursue dreams and discover new places and cultures or arrive to begin new adventures and new lives."

The adult choir sings of the pursuit of Lux Altior (The Higher Light) representing travelers' collective dreams and aspirations. The treble choir, performed by the Cathedral of the Madeleine School Choir, expresses hopes for Lux Pacem in Aeternum (Light and Peace Forever).

Lux Altior is available at www.slcairport.com (http://www.slcairport.com), www.kurtbestor.com (http://www.kurtbestor.com) and will stream on Spotify and Apple Music.
For information and photos about The New SLC Redevelopment Program go to: https://slcairport.com/thenewslc/construction-updates/

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# # #

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Art Installations Create a Sense of Place in The New SLC

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"Crossroads of the World," by Artist Gordon Huether unveiled as airport rebuild wraps up

SALT LAKE CITY , UT, UNITED STATES, October 24, 2026 /EINPresswire.com

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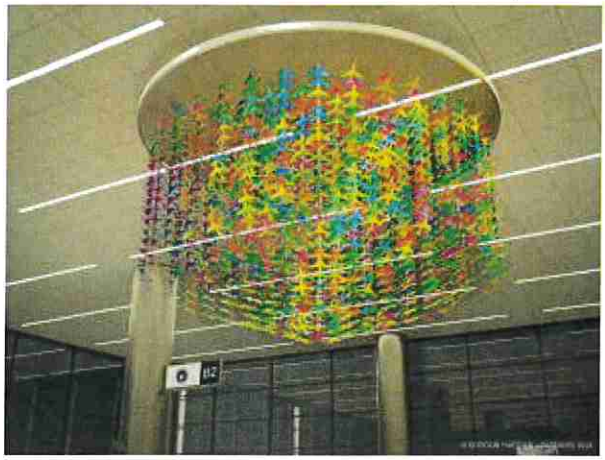

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SLC International Unveils New Art Installation

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The art installations represent the beauty of Utah from the minute passengers enter the airport until they board their flight. The shapes and colors captivate the senses from curb to gate."

— Bill Wyatt, Executive Director, Salt Lake City Department of Airports

(https://www.einpresswire.com/?promo=4700)/ -- Salt Lake City Department of Airports marked the completion of The New SLC (https://slcairport.com/thenewslc) on Oct. 23 by unveiling "Crossroads to the World," a suspended installation of about 2,500 colorful, laser-cut acrylic airplanes—the final art piece in the airport's

12-year rebuild.

SLCDA commissioned Artist Gordon Huether early in the program to design, create and install several major, structurally integrated art pieces for The New SLC. The installations were part of the airport design from the early stages to create a strong identity and sense of place to enhance the passenger experience.

"These art installations represent the beauty of our state from the minute passengers enter the airport until they board their flight," said Bill Wyatt, executive director, SLCDA. "The shapes, colors and creative vision captivates the senses from curb to gate leaving little doubt that you are in Utah."

The "Crossroads to the World," installation is fabricated in acrylic and coated with dichroic film. This light-sensitive, reflective coating creates dynamic shades of color as lighting shifts throughout the day. The planes are hung on stainless steel cables and hung from a stainless-steel mesh supported by a 24-foot diameter stainless-steel ring. The piece mirrors "Swallows in Flight," an installation in Concourse B-west that opened in 2025. It also consists of thousands of laser-cut acrylic bird shapes in recognition of the Great Salt Lake located north of the airport.

"It is one of the great honors of my artistic career to have made such a significant creative contribution to the Salt Lake City International Airport," said Artist Gordon Huether. "Our most

recent installation Crossroads to the World is the latest installation of over 10 major arts projects for this world class airport—an airport like no other. I am grateful for the opportunity."

Other New SLC art installations by Huether include:

-"The Canyon" is the largest installation at 400 ft. long by 22 ft. tall. It depicts Utah's slot canyon landscape and hangs on the east and west walls of the terminal building as well as Concourse A and B Plazas.

-"The Falls" cascades 65 feet from the ceiling to the floor of the three-story terminal building, in the well of the central escalators. As sunlight reflects off the dichroic glass, it creates a rainbow of colors throughout the day.

-"The Column Plates and Benches" echo the theme of The Canyon. Similar of rock formations, they provide convenient places for passengers to sit.

-"The River Tunnel" connects A and B concourses through a 1,000-foot-long tunnel. Reminiscent of a dry riverbed, it creates an immersive experience through light and sound.

-"The Northern Light" is a suspended spherical sculpture made of glass rods and dichroic panels that hangs in Concourse B Plaza and is framed by The Canyon 2.0.

-"The Peaks" is an exterior installation at the entrance to the airport campus made up of five mountainous sculptures of weathered steel with the tallest peak reaching 90 ft.

Additional interior art at The New SLC includes:

-"Whimsy Walls" are wall wraps in each restroom that depict the culture, community, landscape and spirit of Salt Lake City.
-"The World Map" was placed in the original SLC Airport in 1960, then salvaged and moved to Concourse B. The 38-foot-by-38-foot map features airline routes from the 1960s.
-"Near Distance" is located at the TSA security check point exit and speaks to the spirit, culture, people and landscape of Utah. It was fabricated from plaster, salt from the Great Salt Lake, charcoal and cast copper alloy.
-"The Four Seasons" are murals on the walls of the Mid-Concourse Tunnel that depict Utah's changing seasons in two distinct artists styles
-"You Are Here" is a 40-ft. long x 14-ft. high stained-glass installation that was moved from the legacy airport and placed in the airport's Gateway

For additional information and photos of SLC International's art installations, go to www.slcairport.com/thenewslc/artwork-to-enhance-the-new-slc/ (http://www.slcairport.com/thenewslc/artwork-to-enhance-the-new-slc/)
For information and photos about The New SLC Redevelopment Program go to: https://slcairport.com/thenewslc/construction-updates/ (https://slcairport.com/thenewslc/construction-updates/)

###
The New SLC Redevelopment Program broke

ground in July 2014. The $5.1 billion project replaced three aging terminals with a state-of-the-art central terminal and two linear concourses. Phase 1 opened in September 2020, Phase 2 opened in October 2023, and Phase 3 opened in October 2024. Four more gates opened in July 2026, and the remaining seven gates and six concessions open on October 27, 2026. The completed airport has 94 aircraft gates and 101 concessions.

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Art Installations Create a Sense of Place in The New SLC

NEWS PROVIDED BY

Industry Journal of UTAH

Salt Lake City airport marks end of 12-year rebuild

Oct. 25, 2026

By AI, Created 00:00 UTC, Oct 25, 2026, AGP -
Salt Lake City International Airport celebrated the completion of The New SLC redevelopment program on Saturday night, capping a 12-year construction effort that transformed the airport into a larger global hub. The final concourse section opens Oct. 27, bringing new gates, concessions and the last major piece of the $5.1 billion project online.

Why it matters: - The New SLC project replaces three aging terminals with a new central terminal and two linear concourses. - The final opening adds capacity for travelers and concessions as Salt Lake City International Airport positions itself as a larger hub. - The redevelopment spans 12 years and cost $5.1 billion.

What happened: - Salt Lake City International Airport marked the end of The New SLC Redevelopment Program on Saturday night with a “Gateway to the World” celebration. - Utah composer Kurt Bestor premiered the airport theme “Lux Altior,” or “Higher Light,” at the event. - The airport also unveiled “Crossroads to the World,” a suspended art installation made of about 2,500 colorful, laser-cut acrylic airplanes. - The Salt Lake Department of Airports broke ground on the project in June 2014. - Former and current Salt Lake City mayors, City Council members, airport executives, board members and the project’s construction director attended the celebration. - Speakers included Airport Executive Director Bill Wyatt, Salt Lake City Mayor Erin Mendenhall, Delta Air Lines State and Local Government Affairs Director Sara Gonzales and artist Gordon Huether. - Thirty-seven singers, including students from Salt Lake’s Madeleine Choir School, and 21 musicians performed at the event. - The program included a 15-minute vignette from a Salt Lake Airport documentary produced by Avalanche Studios.

The details: - The final section of Concourse B-east opens to the public on Oct. 27. - The addition is about 132,000 square feet. - The new section includes seven gates and six concessions. - United Airlines will use five of the gates. - Two gates will be common-use gates. - The concessions lineup includes Einstein Bros. Bagels, Monarca, Moochies Meatballs, Mr. Charlies Chicken Fingers, Swig and & Go SLC. - Nearly 25,000 craft workers contributed more than 18 million craft hours to the redevelopment. - Since the first phase opened in September 2020, The New SLC has won awards from Condé Nast Traveler, Travel + Leisure and USA Today. - Airports Council International named SLC the Best Airport in North America in the large-hub category. - The New SLC opened in phases: Phase 1 in September 2020, Phase 2 in October 2023 and Phase 3 in October 2024. - Four gates opened in July 2026. - The full project includes 101 concessions and 94 aircraft gates. - The redevelopment program broke ground in July 2014. - The source text says the opening dates and construction milestones reflect the redevelopment program timeline.

Between the lines: - The celebration was designed to frame the airport rebuild as both an infrastructure project and a civic achievement. - The music, art and documentary elements underscore how Salt Lake City is branding the airport as a cultural gateway, not just a transportation facility. - The final phase suggests the airport is now shifting from construction management to long-term operations and passenger service.

What's next: - The remaining seven gates and six concessions open Oct. 27. - Travelers will begin using the last major section of Concourse B-east after the public opening. - The airport will move into full operation with the complete New SLC buildout in place.

The bottom line: - After 12 years of construction, Salt Lake City International Airport has reached the finish line on a $5.1 billion rebuild that adds scale, amenities and a more global identity to the airport.

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Salt Lake City Weekly

NEWS NOVEMBER 4, 2026

SLC Airport opens the final pieces of a 12-year reconstruction project.

Small Lake City

Aimee L. Cook

Last week, the final seven gates of the rebuilt Salt Lake City International Airport opened. With that, a 12-year journey ended.

Crews broke ground in 2014 to replace an airport that had served Utah for about 50 years.

Anyone who flew through the old terminals remembers the cramped gates, tight security lines and scramble for a decent meal. The region had simply outgrown the airport that served it.

Building in phases was the smart move. Travelers kept flying while a modern hub rose around them. Yes, there were temporary tunnels, shifting pickup spots and a few very long walks. Now, that patience pays off.

The airport marked the moment in style on October 24 with a celebration at Concourse B. Utah musician/composer Kurt Bestor, along with the Madeleine Choir

School, premiered "Lux Altior," a theme he composed just for the airport.

Few places get their own anthem, and this one feels right at home. Guests also got a first look at "Crossroads to the World." This stunning suspended installation features about 2,500 laser-cut acrylic airplanes.

The $5.1 billion airport project came in under budget and ahead of schedule. That alone is rare for a project this size. It's even more impressive given what crews faced along the way.

COVID-19 upended supply chains and workforces worldwide. Then, in March 2020, a magnitude 5.7 earthquake shook the Wasatch Front. Plenty of projects would have stalled. This one kept moving.

The new Salt Lake City International Airport has already landed several awards, and offers room for 34 million passengers each year, with 94 gates and more than 100 concessions for dining, shopping and pre-flight treats. The now-finished Concourse B section adds 132,000 square feet, seven gates and six concessions to that total. Five of those B gates will serve United Airlines, and two are for common use.

Also notable: Not one dollar of local property tax or sales tax went into building the new airport. The airport is a fully self-sustaining entity that runs on its own revenue, bonds, passenger fees and grants. Residents get a world-class gateway without the bill showing up at home.

An airport is more than gates and runways. It's the first thing many visitors see and the last place they pass before heading off on adventures.

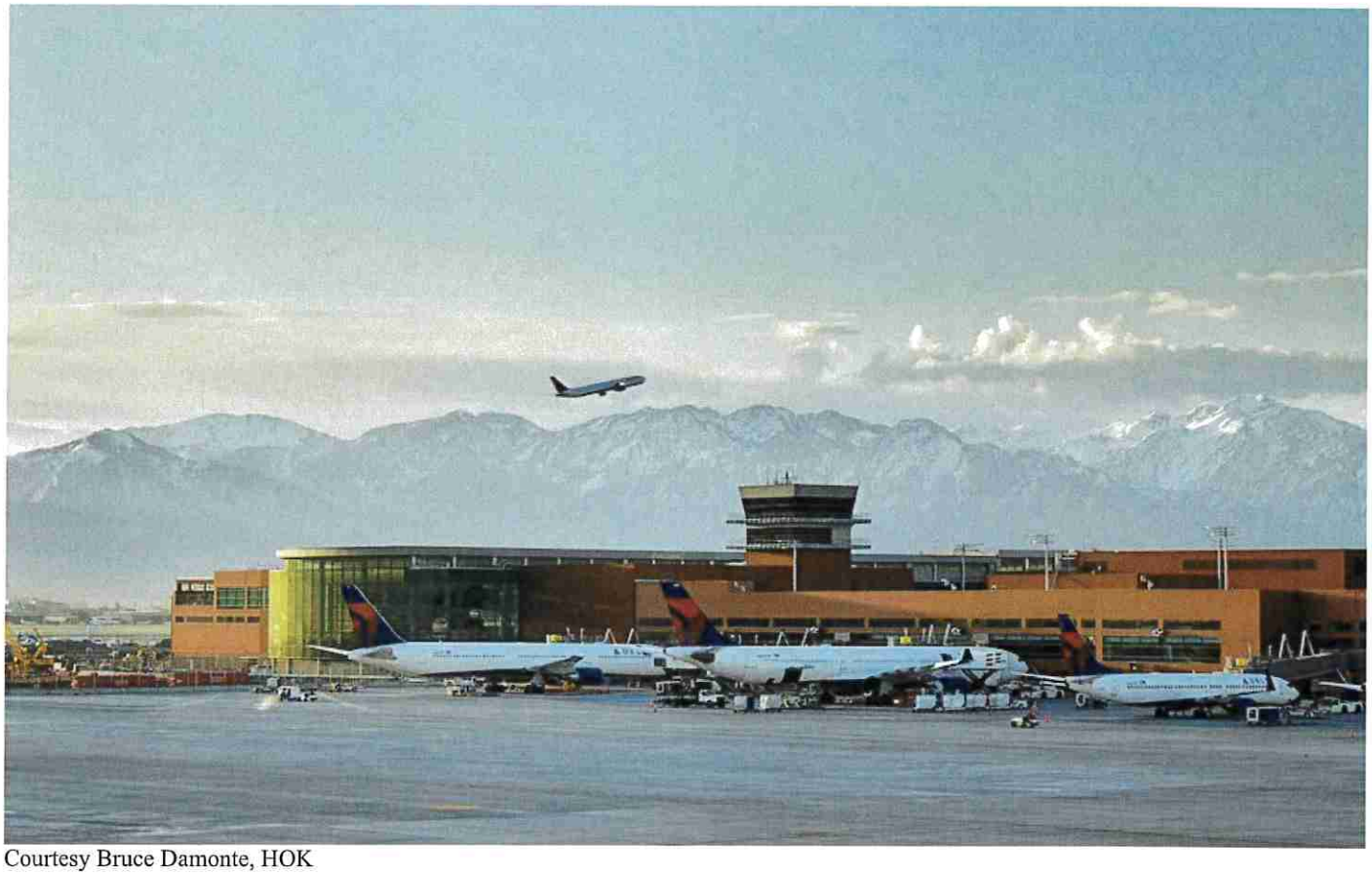
It's where ski trips start, where family reunions begin and where homecomings happen.

For years, the old airport didn't reflect the vibrant, growing community it served.

The new Salt Lake International Airport does. It's bright, efficient and built to last.

STORY TAGS

Small Lake City



Courtesy Bruce Damonte, HOK

The terminal expansion at the $5.1-billion Salt Lake City International Airport Redevelopment required intense civil engineering coordination to keep the busy hub operational during construction.

Salt Lake City's $5 Billion Airport Redevelopment Reaches Completion

Greg Aragon
October 18, 2026

The $5.1-billion Salt Lake City International Airport Redevelopment is wrapping up its Phase 4 Concourse B expansion and handing over the final seven passenger gates on October 27. This milestone represents 10 years of intense airfield phasing and complex engineering coordination to keep a busy airport running for 35 million passengers.

One of the project's biggest challenges was building the new gates right next to active taxiways.

ENR ARCHIVE

JUNE 18, 2025

The Inspiration in Finishing the $5B Salt Lake City Airport Rebuild

Crews push toward completion of the $5.2-billion redevelopment after more than a decade of planning and construction.

JULY 26, 2022

Salt Lake City Airport Concourse Work Hits Cruising Speed

ENR examines the phased concourse expansion, central tunnel construction and the challenge of building while keeping the airport operating.

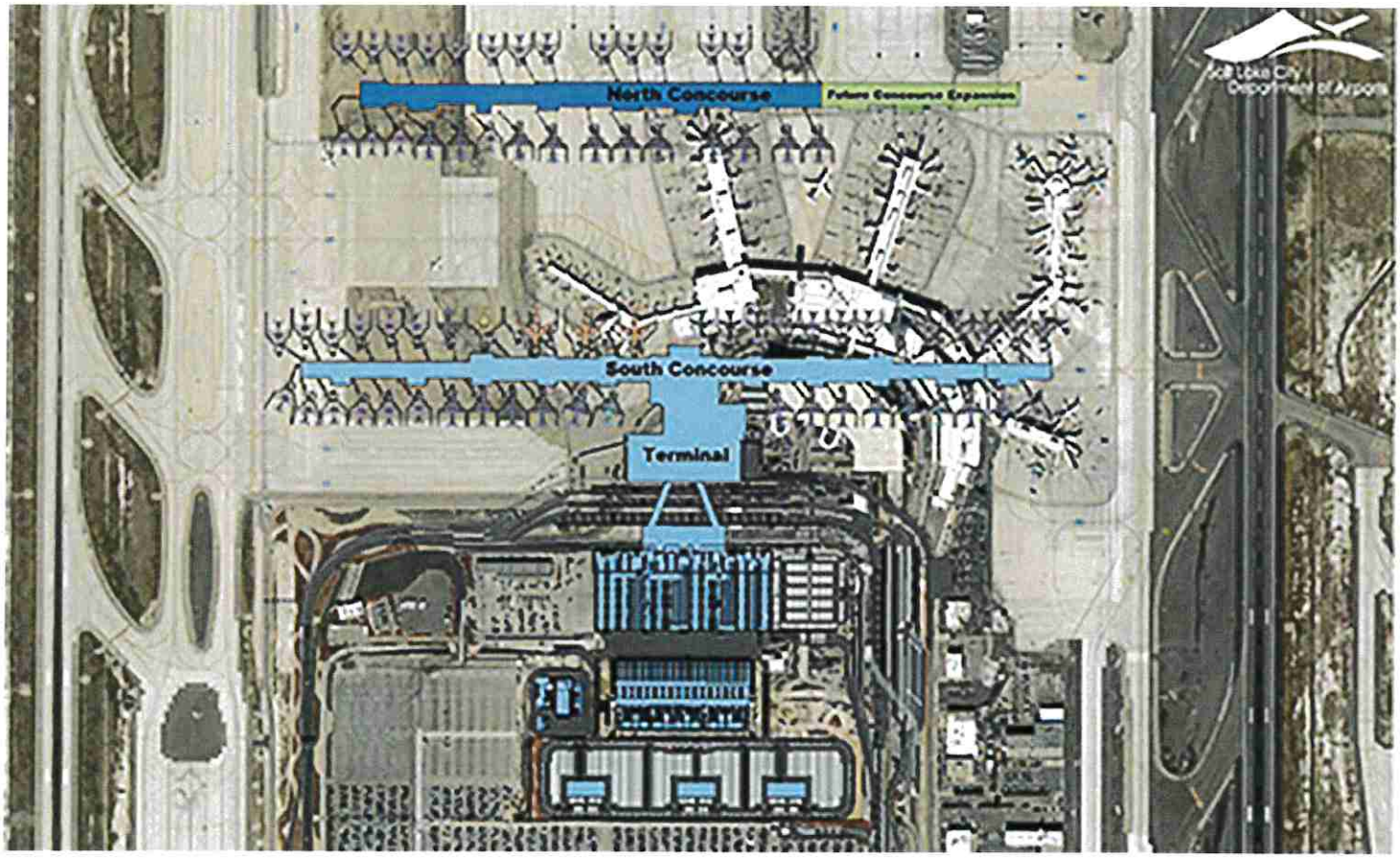
To maintain safe aircraft access to and from gates through active construction zones, the team adopted an "airport operations come first" approach, establishing construction work areas only after determining the setbacks required for gate access, aircraft pushback and tug operations,

says Robert Millar, aviation project director for lead design firm HNTB.

"HNTB coordinated closely with (terminal architect) HOK and airline stakeholders to align terminal and civil construction schedules, ensuring existing gates remained operational until replacement gates were available," says Millar. "Special attention was given to maintaining widebody aircraft access to international arrival gates until new international-capable gates came online."

The team also built detailed blueprints to prevent service outages. Millar says the jet fuel sequencing plans were "particularly detailed" and included coordination with specialty installers and testing contractors to facilitate overnight shutdowns for flushing, testing and tie-ins to the existing system to avoid disruptions to airline fueling operations.

Safe crane operations were another challenge, requiring coordination between HNTB, the FAA, airport stakeholders and the joint-venture team of Holder Construction and Big D Construction (HDJV). Millar says HNTB helped implement a range of strategies, including mapping and designing temporary "crane roads" around the concourses for the crawler cranes to use, and running evaluations to confirm that large construction cranes did not block the air traffic control tower's view.



An aerial schematic shows the Salt Lake City International Airport redevelopment plan, with the terminal and North and South concourses laid out across the airfield. The $5.1-billion, four-phase program concludes Oct. 27 with the handover of the final seven passenger gates. Click to enlarge.

Courtesy Salt Lake City Dept. of Airports

Brent Christiansen, superintendent for HDJV, says to execute heavy crane maneuvers safely, field teams had to maintain a rigid regulatory schedule and adapt constantly to shifting visibility. "The FAA required a weekly 7460 meeting to coordinate the areas of impact, as well as setting a ceiling for lifting operations and hours," he says. "Bad weather was the biggest challenge due to ILS (Instrument Landing Systems) operations and its requirements. The team had to continually watch the weather and be ready to lower and move equipment at a moment's notice so as to not interfere with ILS operations."

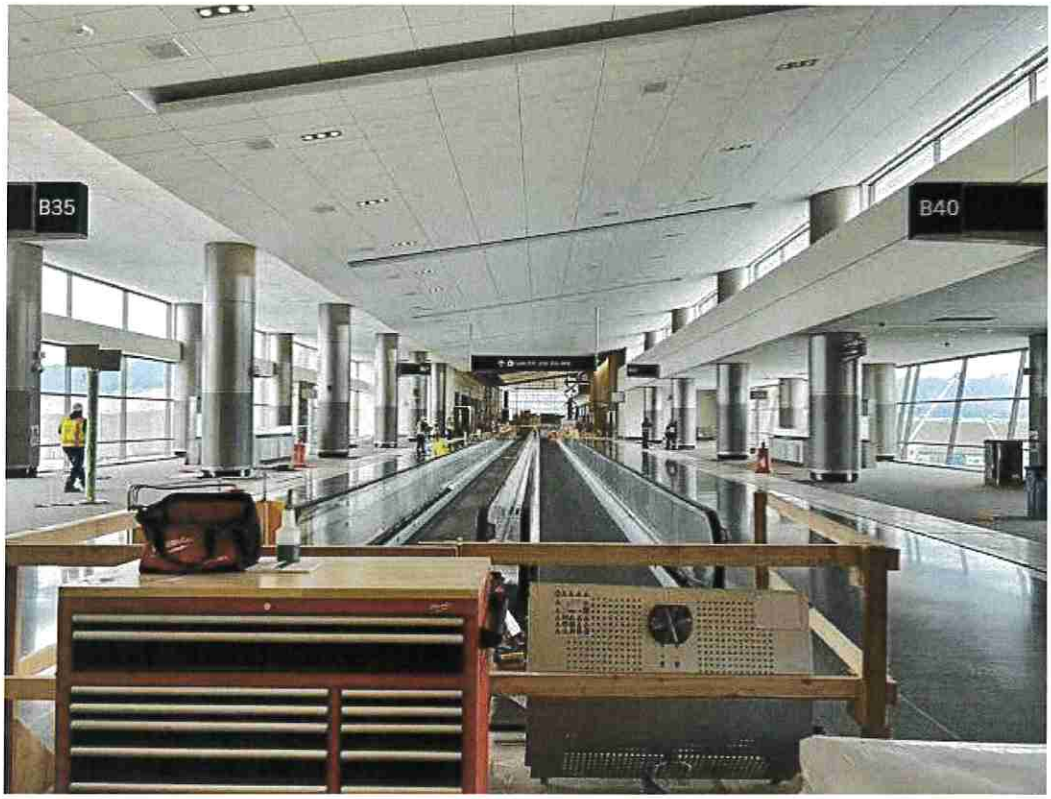
A unique aspect of the program was extending an existing passenger tunnel that had been constructed years earlier and preserved as a future connection point. "When the tunnel was eventually excavated and extended to serve the new concourses, the team had to address several complex engineering considerations to seamlessly connect the new and existing structures," says Millar.

To anchor the tie-in, the team designed temporary shoring to hold down the end of the existing tunnel after removing overlying soils. "The extension also required careful consideration of the joint design between existing and new structures to mitigate against differential settlement, as well as to provide waterproofing continuity between the new and existing tunnel sections," says Millar.

The project's completion brings the airport's total capacity to 94 gates. While a separate joint venture of Austin Commercial and Okland constructed the Concourse B facilities under a $545-million contract, the seamless completion of the phase successfully wraps up more than a decade of master plan expansion across four phases, updating the entire airfield footprint.

The Last Gates Open October 27. Here's How Salt Lake City Rebuilt An Airport Around Live Flights

Published on Oct 19, 2026 Peter Mwaniki



nal Salt Lake City International Airport will open the final seven gates of its $5.1 billion redevelopment on Tuesday, October 27, formally completing a rebuild that began in 2014.

The opening is a scheduled milestone, not a surprise. But it closes one of the more difficult infrastructure projects in modern U.S. aviation: replacing an entire hub airport while keeping it open. For more than a decade, crews built new terminals, concourses, tunnels, and taxiway connections beside active aircraft movements, while Salt Lake City kept roughly 35 million annual passengers moving through the airport.

The question is not simply what opened. It is how a major U.S. hub rebuilt itself without shutting down.

What Opens Tuesday

The final phase brings seven additional gates on the east end of Concourse B, along with six new concessions. The gates will primarily serve United Airlines, with two common-use gates available to other carriers.

With them, The New SLC reaches its full planned footprint: 94 aircraft gates, four hardstand positions, 101 concessions, and six international gates. The airport says the completed complex is designed to handle 34 million passengers a year.

A celebration marking the end of construction is planned for October 24, three days before the gates open to travelers.

Why The Old Airport Had To Go

Salt Lake City's original terminal complex dated to the 1960s. It was built for about 10 million passengers a year; by 2014, the airport was handling roughly 21 million, and the aging facilities no longer met modern seismic standards.

Rather than renovate around an operating airport indefinitely, officials chose a full replacement: build a new airport beside the old one, shift operations into the new facilities, then demolish the old complex and build eastward on the cleared land.

That decision created the project's defining constraint. Salt Lake City could not close. It had to build a new hub while flights continued.

How They Built Around Live Flights

The airport and its engineering team used what HNTB called an "airport operations come first" approach. Work zones were defined only after engineers established the clearances needed for gate access, aircraft pushback, and tug movements.

Cranes posed a particular problem. Their locations, lifting heights, and operating hours had to be coordinated through weekly FAA 7460 meetings, while crews mapped temporary crane roads around the concourses and evaluated whether equipment would obstruct the control tower's sightlines.

Weather added another layer. Instrument-landing-system requirements limited some construction activity, making weather the

single biggest operational headache for crews working near active airfield infrastructure.

The solution was sequencing. Phase 1 opened in September 2020 with the new central terminal, parking garage, elevated roadway, and west sections of Concourses A and B. Airlines moved into the new facilities, freeing the old 1960s terminals for demolition.

Then the airport used temporary remote hardstands—where passengers reached parked aircraft by shuttle—while it built Concourse A-east and extended Concourse B. Those temporary operations stayed in place until enough permanent gates opened to retire them.

The Pandemic Changed The Plan

COVID-19 arrived as the first phase was nearing completion. In early 2020, the project had between 1,800 and 2,000 workers on site each day; passenger traffic at Salt Lake City then collapsed from as many as 30,000 people a day to about 1,500.

Airlines refused to shut down, and the airport kept construction moving. But the collapse in travel changed the demolition strategy. Instead of following an original plan that would have kept two of the three old concourses operating through a roughly 25-stage closure sequence, officials decided to demolish all three at once.

Airport officials estimated that decision saved nearly $300 million and cut about two years from the schedule.

The pandemic also disrupted financing. The airport delayed a planned $1.15 billion bond sale because it wanted clearer passenger-revenue forecasts before issuing more debt. Federal pandemic relief later covered roughly a year of debt-service payments.

The Ground Beneath The Airport

Salt Lake City sits on an ancient lakebed in a seismically active region, with groundwater only about seven feet below the surface. That made

the ground itself part of the engineering challenge.

Crews drilled hundreds of three-foot-diameter holes roughly 45 feet deep in a 10-by-10-foot grid, then pressure-filled them with stone to reduce liquefaction risk. The project also relied on driven piles, generally 65 to 75 feet deep, along with sheet piles and dewatering systems.

The risk was not theoretical. A magnitude 5.7 earthquake struck near Salt Lake City in March 2020, while Phase 1 was in its final stages.

How The Cost Grew

The project did not begin as a $5.1 billion program. When Salt Lake City broke ground in July 2014, it announced a $1.8 billion Terminal Redevelopment Program intended to replace the terminal and concourses.

The scope then expanded. In 2016, officials added the North Concourse, turning the terminal replacement into a broader Airport Redevelopment Program. Later estimates rose to $3.6 billion, then $4.1 billion, before the final program reached $5.1 billion.

The increase reflects more than inflation. Salt Lake City expanded from replacing a terminal to rebuilding the airport's concourses, roadways, parking, tunnels, utilities, and airfield connections.

The financing relied on airport revenue rather than local taxes. The program used airport funds, airline and passenger fees, passenger facility charges, rental-car facility charges, federal grants, and airport revenue bonds. In June 2025, the city authorized up to $700 million in additional bonds to help finish the remaining work.

Who Built It

HNTB served as a lead program consultant and civil engineer, developing the phasing and access plans that allowed construction to proceed around live operations. HOK was the lead terminal designer.

The Holder Construction–Big-D Construction joint venture handled the terminal, Concourse A, parking, roadways, tunnels, utilities, and airfield paving. Austin Commercial and Okland built Concourse B under an approximately $545 million construction-manager-at-risk contract.

Delta Air Lines, the airport's largest carrier, was involved from the early planning stages and extended its Salt Lake City lease by 10 years, strengthening the financing case for the rebuild.

What Took So Long

The airport was not simply building a terminal. It was replacing a functioning hub in stages, while preserving enough gates, baggage capacity, utilities, and aircraft movement to keep airlines flying.

Phase 1 opened in September 2020. Concourse B-west followed on October 27, 2020, opening with 21 gates—ahead of the original schedule despite the pandemic, earthquake, and construction complications.

Phase 2 followed in 2023 with 22 east Concourse A gates. Phase 3 opened in October 2024, adding the 1,175-foot Central Tunnel, the Concourse B Plaza, and additional Delta gates.

Final phase, Phase 4, then extended Concourse B east in stages: 10 gates and six concessions opened in October 2025, four more opened on July 14, 2026, and the final seven open October 27.

Each opening allowed the airport to retire temporary shuttle-served hardstand operations and shift more traffic into permanent gates.

Sustainability And Design

The airport says the old terminals and concourses were demolished with about 85 percent of their materials recycled. The new complex was designed with a LEED Gold target, a net-zero roadmap, and fully electric ground-support equipment.

The design also includes artwork by Gordon Huether, including installations in the Central Tunnel and the final Concourse B-east section. The airport describes The New SLC as the first new hub airport built in the United States in the 21st century.

What Remains

The October 27 opening completes The New SLC, but not every capital project at the airport. A separate main-terminal renovation, first estimated at $653 million and now projected above $700 million, is expected to begin in 2027.

Concourse C also remains a future option. The airport says it would be triggered only if passenger traffic approaches the 35 million annual-passenger threshold.

Salt Lake City's rebuild shows that an airport can modernize without closing—but not quickly, cheaply, or without compromise. It required a $1.8 billion terminal project to grow into a $5.1 billion full-airport replacement, a pandemic-era replanning decision, temporary shuttle operations, and years of construction beside active taxiways.

The final gates opening this week are the visible end of that process. The less visible achievement is that, throughout it, Salt Lake City never stopped flying.

Salt Lake City's completed $5.1 billion rebuild offers a preview for Cleveland Hopkins, which has unveiled a conceptual master plan to replace its three active concourses—A, B, and C—with two new concourses totaling about 40 gates. Like Salt Lake City, Cleveland must keep operating through a multiyear transformation: its $1.6 billion first phase, covering parking, a ground-transportation center, and a new terminal headhouse, runs through 2032, while the new concourses are tentatively planned for 2033 to 2039. Salt Lake City shows that a hub can be rebuilt without closing—but also that doing so can take more than a decade, require complex phasing, and cost far more than the first estimate.



The New SLC's final gates open October 27, completing a $5.1 billion rebuild. Cleveland Hopkins is next. How did they do it?

Project Factsheet: The New SLC

Project: The New SLC, Salt Lake City International Airport redevelopment
Owner: Salt Lake City Corporation, through the Salt Lake City Department of Airports
Total cost: $5.1 billion
Groundbreaking: July 2014
Final opening: Tuesday, October 27, 2026
Duration: About 12 years
Local tax dollars used: None

The New SLC replaced Salt Lake City's 1960s-era terminal complex with a new hub airport built while the existing airport remained open. The airport calls it the first new U.S. hub airport built in the 21st century.

What The Completed Airport Includes

- 94 aircraft gates
- Four hardstand positions
- Six international gates
- 101 concessions
- Design capacity for 34 million annual passengers
- New central terminal, parking garage, elevated roadway, and two concourses

Major Milestones

- **September 15, 2020:** Phase 1 opened, including the central terminal, parking garage, and west sections of Concourses A and B.
- **October 27, 2020:** Concourse B-west opened with 21 gates.
- **2023:** Phase 2 added 22 east Concourse A gates.
- **October 2024:** Phase 3 opened the Central Tunnel, Concourse B Plaza, and additional Delta gates.
- **October 27, 2026:** The final seven Concourse B-east gates and six concessions open, completing the program.

Cost And Financing

The project began in 2014 as a $1.8 billion terminal replacement. It expanded after the North Concourse was added in 2016 and later grew to $3.6 billion, $4.1 billion, and finally $5.1 billion.

Funding came from airport funds, airport revenue bonds, passenger facility charges, customer facility charges, federal grants, and future bonds. Salt Lake City authorized up to $700 million in additional bonds in June 2025 to help finish the program.

Major Challenges

- Building beside active taxiways while flights continued.
- COVID-19, which cut daily passenger traffic from about 30,000 to 1,500 in 2020.
- A magnitude 5.7 earthquake near Salt Lake City in March 2020.
- Seismic and groundwater risks on an ancient lakebed site.

- Weather-related limits on crane and airfield construction.

What Remains

A separate main-terminal renovation, initially estimated at $653 million and now projected above $700 million, is expected to begin in 2027. Concourse C remains a future expansion option if passenger traffic approaches 35 million annually.

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ENTERTAINMENT



Salt Lake City International Airport Completes $5.1 Billion Project

By Sophie Krueger · Published on 25 October 2026, 22:16 · Reading time: 4 minutes

October 25, 2026 by Sophie Krueger

Salt Lake City International Airport will open the last seven passenger gates of Concourse B on October 27, 2026, completing a major $5.1 billion project. The project took twelve years and transformed the 1960s complex into the first new major US airport of the 21st century, while maintaining ongoing flight operations throughout.

The end of a twelve-year renovation at Salt Lake City International Airport

Salt Lake City International Airport will complete its $5.1 billion airport redesign on October 27, 2026. On this day, the company will take over the last seven passenger platforms in Concourse B. This milestone marks the end of a master plan that began in July 2014 and renewed the entire footprint of the airfield. This will increase the airport's total capacity to 94 platforms and 101 concessions.

Mayor Erin Mendenhall paid tribute to the graduation at a celebration. She emphasized the logistical achievement of driving the conversion in the middle of the COVID-19 pandemic and with millions of passengers annually.

Mayor Erin Mendenhall said: "In just a few days, the last seven gates will open. The new SLC will have 94 gates and 101 concessions, completing a $5.1 billion investment. And that has given Salt Lake City the first new hub airport built in the United States in the 21st century.

The challenge of ongoing operations and the Corona effect

The original terminal complex from the 1960s was once designed for around ten million passengers a year. By 2014, the facility had already handled 21 million travelers and no longer met modern earthquake protection standards. Since a comprehensive renovation hardly seemed possible during ongoing operations, those responsible decided on a new building directly next to the old complex. The old structure was only demolished after the airlines moved to make way for the eastern expansion.



Photo: lincolnjournal.com

This strategy required extremely precise timing. According to Robert Millar, the responsible aviation project director of the planning office HNTB, the principle was that "flight operations come first". Construction areas were only determined after exact safety distances had been calculated for rolling away, reversing and handling the machines. During the construction phase, mobile bus terminals were used at times to take passengers to parked aircraft until permanent platforms were available."



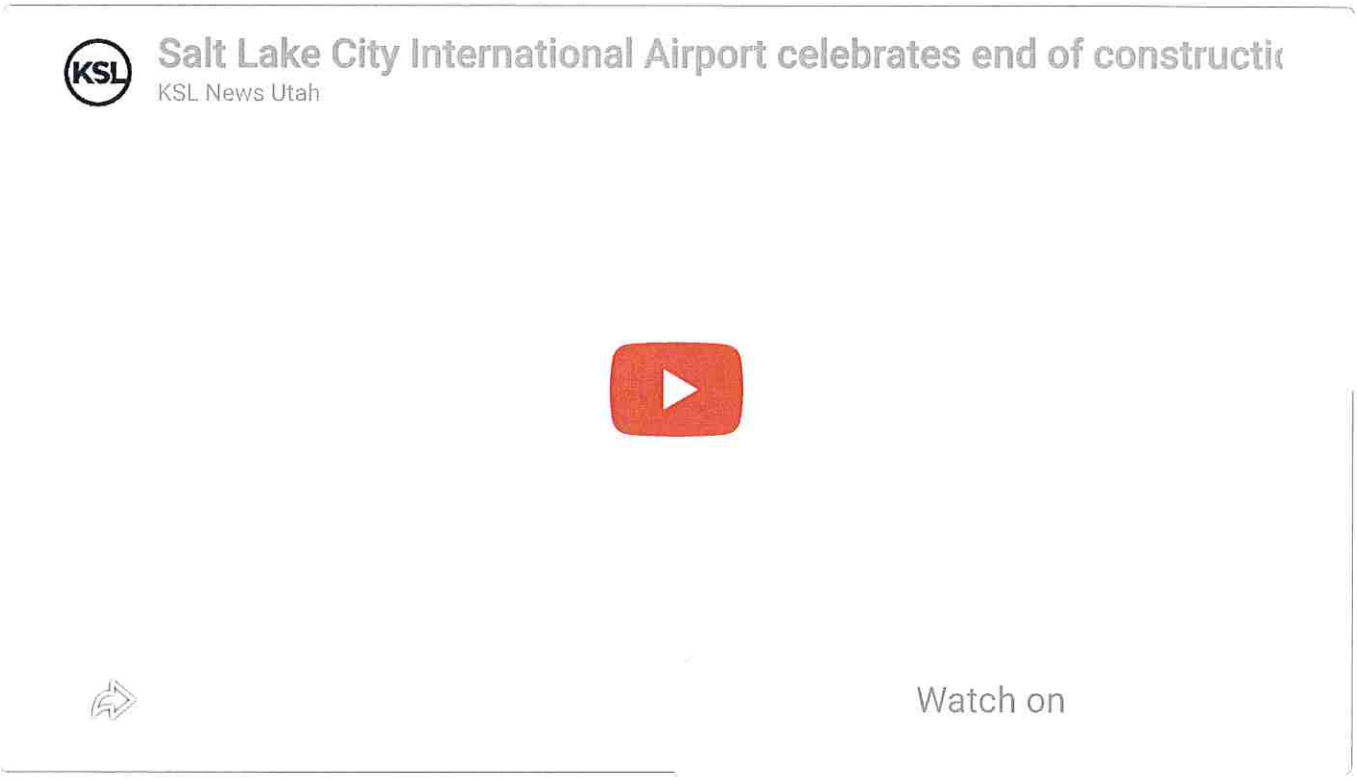
Photo: KUTV

The COVID-19 pandemic in spring 2020 put the project to the test. While the construction sites at that time counted 1,800 to 2,000 workers a day, the number of passengers collapsed from up to 30,000 people a day to around 1,500. Passenger aviation maintained operations, but the slump prompted the planners to make a strategic course correction: instead of the originally planned demolition of the old Koncourse in 20 to 25 steps, all three old parts of the building were demolished at the same time. According to the airport management, this decision saved almost 300 million US dollars and shortened the schedule by about two years.

Engineering skills alongside active runways and the million-dollar budget

The construction work required hundreds of millions in investment and specialized logistics. The construction of Concourse B was carried out via a contract worth around 545 million US dollars with the joint venture of Austin Commercial and Okland. According to Managing Director Bill Wyatt, the city and airport used federal funds

and airport user fees to cope with the entire program of 5.1 billion US dollars, completely without local tax revenues.



Salt Lake City International Airport celebrates end of construction

From an engineering point of view, the crane work and the underground infrastructure in particular required the highest precision. Crane booms were not allowed to obstruct the view of the tower, and the US Federal Aviation Administration (FAA) mandated weekly coordination meetings. In addition, there was the weather-dependent monitoring of instrument landing systems, which required immediate lowering of the crane booms in poor visibility. The extension of a passenger tunnel that had been built and preserved for years also required elaborate sheet piling, waterproofing and precautions against subsidence.

The deal with United Airlines and new investments from 2027

The seven stalls in Concourse B, which open on October 27, cover an area of 132,000 square meters and include six new concessions, including dining options such as Swig

and Moochie's Cheesesteaks. Five of these new gates are used by United Airlines, while two serve as so-called common-use gates for different airlines. A total of around 25,000 craftsmen were involved, putting over 18 million working hours into the project.

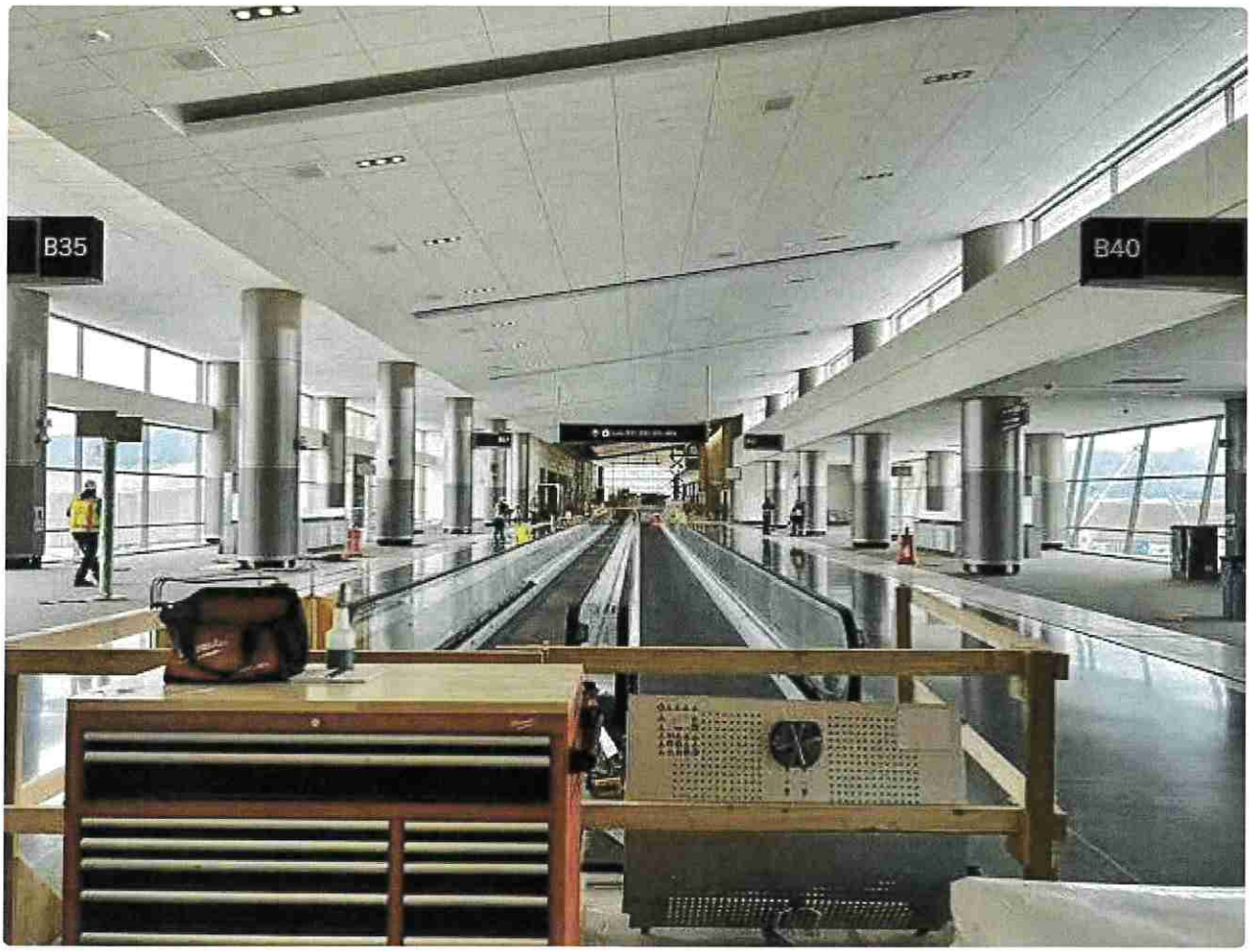


Photo: Construction Review

To celebrate the graduation, the airport unveiled the “Crossroads to the World” hanging installation, which consists of around 2,500 laser-cut acrylic aircraft. In addition, the musician Kurt Bestor composed his own airport theme entitled “Lux Altior”.

With the completion of the entire complex, the focus is on upcoming tasks. The airport is preparing for the crowds of visitors for next year's Salt Lake Temple Open Day, as well as the 2034 Winter Olympics. In addition, a separate renovation of the

LOCAL NEWS

Salt Lake City Airport's Final Gates Set to Open October 27

Salt Lake City's airport is set to open its final gates on October 27, marking the completion of a significant reconstruction project that was managed while the airport remained operational.

By SignalNewsAI
LOCAL NEWS

OCT 19, 2026
2 MIN READ

Salt Lake City, UT, October 19, 2026 —

Salt Lake City's airport is set to open its final gates on October 27, bringing a significant reconstruction project to completion. The work was managed while the airport remained operational, according to the information provided.

The announcement identifies October 27 as the opening date but does not specify the year. It also does not state how many gates are involved, which areas of the airport they serve, or what facilities or changes passengers can expect when they open.

The project is described as a reconstruction, but further details about its scope, cost, schedule or construction phases were not provided. The information also does not identify the agencies or contractors responsible for the work, or explain how airport operations were managed during construction.

The opening of the final gates marks the stated completion of the reconstruction effort. No details were provided about whether other work at the

airport will continue after October 27, or whether the opening will affect flight schedules or passenger services.

With the airport remaining operational during the project, construction took place alongside ongoing airport activity. The available information does not describe specific measures used to accommodate travelers or airline operations during the work.

Further details about the gates, the project timeline and the opening arrangements were not included in the announcement summary. The stated milestone is the opening of the airport's final gates on October 27 and the completion of the reconstruction project.

Story summarized from the original created by **Google News** on **news.google.com**, see more information here.

AI TRANSPARENCY

Human-authored and editor-reviewed. AI tools were used to support research, summarization, and content development.

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ABOUT THE AUTHOR

SignalNewsAI

Salt Lake City Airport Adds 7 Gates Oct. 27: What Changes?

Oct 25, 2026, 10:40 PM GMT-0400 • 7 hours ago • 5 min read

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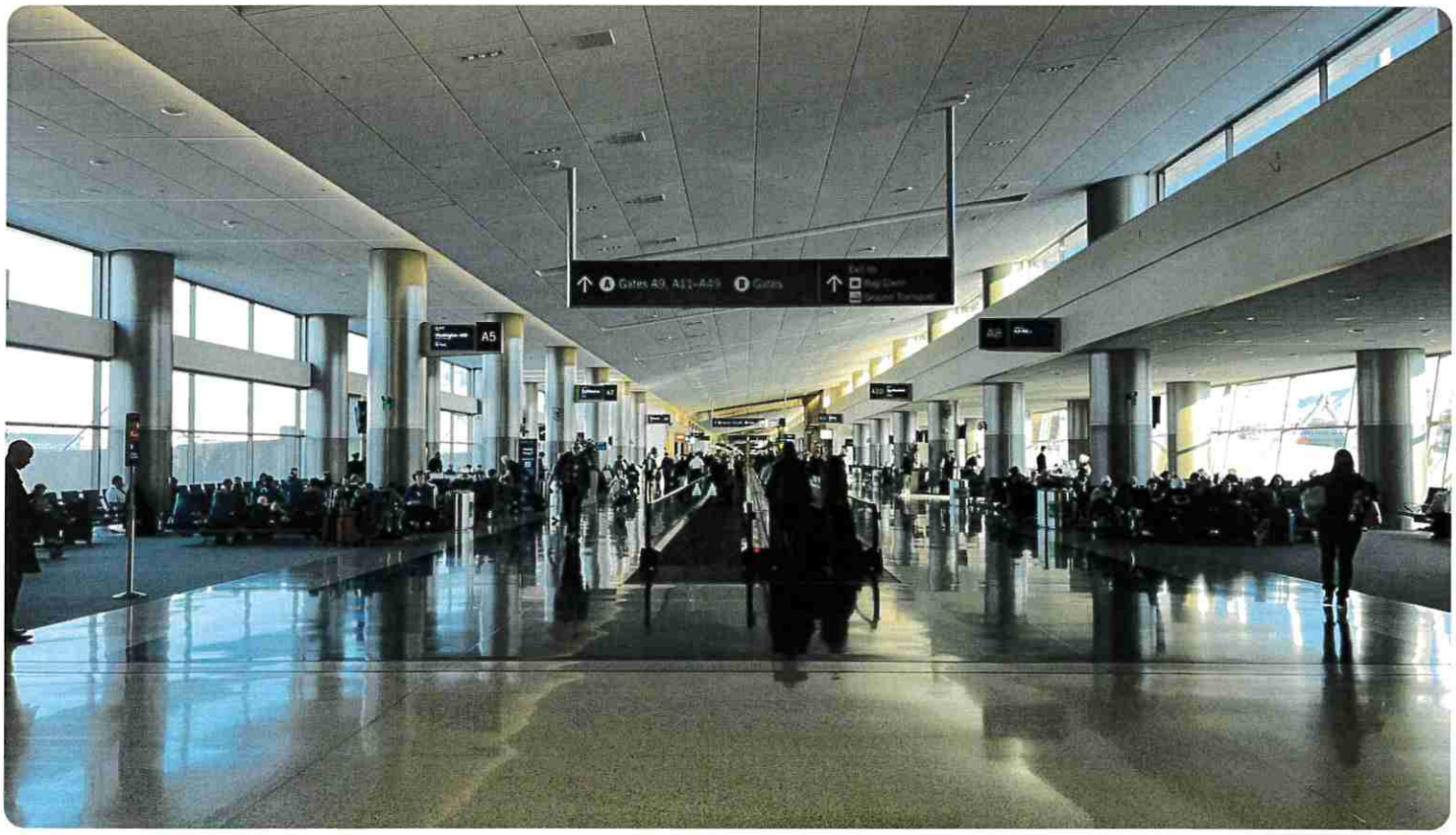
By **Rolando Herrera**



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Salt Lake City International Airport is scheduled to open its final seven Concourse B-east gates to passengers on Tuesday, October 27, 2026. The airport's completion notice assigns the new area to United Airlines arrivals and departures plus two common-use gates, following Saturday's construction celebration.

The practical change is where some passengers will board and what will be available nearby, not a new airport to navigate to. If your trip continues into the mountains, keep the gate check separate from your **Salt Lake City to Park City drive**, since a new concourse does not change that road journey.

The photograph shows a Salt Lake City International Airport concourse on January 27, 2025. It does not show the October 2026 B-east gate opening or establish any current flight assignment.

> AT A GLANCE
>
> **Public opening:** October 27, 2026, in Concourse B-east.
>
> **Gate addition:** Seven, including two common-use positions, with United arrivals and departures using the new area.
>
> **Nearby choices:** Six named food, drink and retail concessions accompany the final section.
>
> **What is not opening:** The lower-level space built for future hardstand use will not initially operate.

The Date That Matters Is October 27

The **airport's official completion notice** set the passenger opening date in July. **KSL's October 24 reporting by Daniel Woodruff** now describes the completed 132,000-square-foot section and the weekend celebration, while confirming that passengers begin using it Tuesday.

Those are different milestones: a ceremony does not make a gate available to an ordinary ticketed traveler that day. For a flight before October 27, do not plan a meal or meeting around access to this new section.

For a flight on or after that date, use the airline's actual gate assignment and the airport's current signs. The announcement identifies the concourse area, but it does not provide a flight-by-flight allocation or a list of gate numbers for each departure.

United Gets More Space, Not a Universal Gate Assignment

The United allocation makes this final opening wave especially relevant if you are flying the airline through SLC, but it is not evidence that every United flight will use the new area. Two common-use gates also mean the section is not described as exclusively United space.

The airport's facilities plan tells you what is becoming available; your own itinerary tells you where to go. Check the airline app or boarding pass again on travel day, rather than treating an airline name in an opening announcement as an instruction to walk directly to B-east.

Nothing in the notice establishes new routes, extra departures or a shorter connection. For the wider carrier context, see our **airline coverage**, while keeping this opening's limited facilities scope in mind.

This follows a separate summer opening: **four SLC gates were scheduled to enter service in July**. The October event is the final seven-gate wave, not a reannouncement of those four, a distinction that matters when an older search result still describes the summer timetable.

Six New Concessions, but Not Six Restaurants

The airport names Einstein Bros. Bagels, Moochie's Cheesesteaks, Monarca, Mr. Charlie's Chicken Fingers, Swig and &Go SLC in the final section. That mix of dining,

drinks and retail is not six new sit-down restaurants, but it gives travelers specific names to look for rather than a generic promise of more shopping.

The completion notice does not supply opening hours for every business or promise that each will be serving throughout your connection, so confirm a particular stop's operating status when you travel. An airport-wide opening date is not a guarantee that a chosen counter is open before an early departure or after a late arrival.

Completion Does Not Mean Every Built Space Opens

The lower level includes space intended for future hardstand use, but the airport explicitly says it will not initially be used. Do not assume a bus-gate operation or a new boarding procedure simply because that space is part of the completed building; no passenger start date is announced for that use.

At the wider program level, the airport reports totals of 94 aircraft gates, 101 concessions and four hardstand positions. These are end-of-program totals, not 94 new gates or 101 businesses opening on October 27: the near-term difference is the final section becoming available, not the whole redevelopment arriving in a single day.

DECISION MATRIX

IF YOU ARE...	WHAT TO CHECK
Flying before October 27	Use existing gate and dining information; the celebration is not public access.
Flying United from October 27	Read your actual gate assignment; the announcement does not move every flight.
Making a connection	Follow current signs and your assigned gate, not a presumed shorter walk.
Choosing a new concession	Verify its hours and location before making it part of a tight connection.

PLANNING IMPACT

October 27 is the passenger-access gate. Treat earlier ceremony coverage as confirmation of a construction milestone, not permission to use the new section.

Your assigned departure gate is the routing check. Keep it separate from the broader United allocation and follow the latest airline information.

Future hardstand use remains a later step. No initial operation is announced for the lower-level space, so it should not change your boarding expectations now.

FREQUENTLY ASKED

Quick questions

Fast answers for the questions readers are most likely to check before acting.

When do Salt Lake City Airport's seven new gates open?

Public opening is scheduled for October 27, 2026. The October 24 celebration took place before passenger access.

Will every United flight use Concourse B-east?

Does the new section make the walk shorter?

Are the lower-level hardstand facilities opening too?

October 30, 2026

ACI-NA's Daily Roundup of Airport Industry News

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1. **Construction is Finished at SLC:** Construction of the new Salt Lake City International Airport is finally finished. The final piece of Concourse B will open in a few days, marking the end of a 12-year project. City, airport and community leaders gathered Saturday to celebrate. "I couldn't be more proud of this incredible accomplishment," said Salt Lake City Mayor Erin Mendenhall. Read More »

2. **Final Beam in the Rebuilt AVL Terminal:** The steel skeleton of the Asheville Regional Airport's new terminal is complete, a milestone in a years-long project to rebuild practically the entire airport. Read More »

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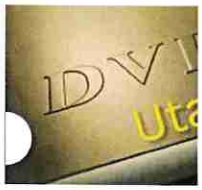

OLD DVDS WORTH M
SOUTHERN UTAH HO

SALT LAKE CITY AIRPORT FINALLY FINISHES

John Hiatt | Published November 1, 2026

George Frey, Getty Images

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SLC Airport Finally Puts Down the Construction Cone

After 12 years of jackhammers, detours, temporary walls, and enough directional signs to qualify as modern art, **Salt Lake City International Airport** is officially declaring victory. Airport officials gathered Saturday to **celebrate** the final section of Concourse B, which opens this week and marks the completion of The New **SLC redevelopment program**.

The Longest Layover Was the Construction

For Utah travelers, the airport rebuild became less of a project and more of a geological era. Children who watched the first bulldozers arrive are now old enough to complain about TSA lines on social media.

STAR 98

The redevelopment broke ground in July 2014 and ultimately grew into a $5.1 billion undertaking that replaced the aging terminals and concourses with an entirely new airport campus. Airport officials say the finished facility includes 94 gates and more than 100 concessions.

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We Are on Final Approach

In announcing the completion, Airport Executive Director Bill Wyatt summed it up perfectly: "**We are on our final approach**." That's fitting, because Utahns have spent years wondering if the airport's construction cranes had signed a long-term lease.

The New SLC Time lapse 2019

The final phase adds gates, restaurants, and concessions on the eastern end of Concourse B. It also completes what airport officials describe as the first entirely new U.S. hub airport built in the 21st century.

Read More: Travel Warnings And What Utah Residents Should Know

A dozen years of dust, delays, hard hats, and perseverance finally give way to a simple truth: sometimes the road song eventually reaches the last verse.

Travelers may still grumble about the walk to the far end of Concourse B. That's their constitutional right. But for the first time in over a decade, nobody can blame it on construction.

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NEWS + EVENTS

Salt Lake City International Airport Completes Final Phase



The final gates mark the completion of the HOK-designed airport redevelopment, the first new U.S. hub airport built in the 21st century.

Salt Lake City International Airport (SLC) has completed its 12-year redevelopment with the opening of the final seven gates in Concourse B on Oct. 27. The milestone brings the HOK-designed airport to 94 gates and concludes a program that broke ground in 2014 and opened in phases beginning in 2020.

SLC celebrated the achievement Oct. 24 with an event recognizing the people and partnerships behind the project. The program included remarks from Salt Lake City Mayor Erin Mendenhall, airport Executive Director Bill Wyatt and other project contributors, as well as art and music celebrating the airport and region. HOK team members attended the celebration.



"From the beginning, this project challenged our team to think differently about how to build a major hub airport while keeping operations moving and creating an experience rooted in Utah," said Matt Needham, director of Aviation + Transportation at HOK. "Reaching this final milestone is a proud moment for everyone involved, and we're grateful for the trust and partnership Salt Lake City International Airport has extended to HOK throughout this journey."

HOK designed the airport to replace three aging terminals built in the 1950s and 1960s with a more efficient, traveler-focused facility capable of accommodating growing demand. Built on the same site through a multi-phased approach, the 4.4-million-sq.-ft. airport campus features a central terminal and two linear concourses connected by the 1,175-foot underground pedestrian River Tunnel. The design draws inspiration from Utah's landscapes and culture through expansive mountain views, natural materials, local dining and retail, and art, all integrated throughout the traveler journey.

The final phase completes the east end of Concourse B and introduces seven gates, six concessions and a suspended art installation from Gordon Huether. Now complete, SLC has capacity to serve 34 million travelers annually.

HOK designs airports, airport terminals, transit centers and other transportation environments that shape the passenger experience. Discover more on our Aviation + Transportation practice page.

Related Projects

Salt Lake City International Airport Passenger Terminal

Salt Lake City Airport: New $5.1B Terminal Shift Favors United

Rahul Roy (https://hospitalitycareerprofile.com/profile/rahul-roy) Oct 31, 2026 - 15:25 0



Salt Lake City Airport: New $5.1B Terminal Shift Favors United

United Secures Prime Real Estate in Final Salt Lake City Airport Expansion

The decade-long transformation of the **salt lake city airport** has officially reached its conclusion. This massive infrastructure effort marks the end of a long-term strategy to modernize the regional hub.

Travelers will notice a significant shift as the final section of Concourse B East opens this Tuesday. This completion signals the end of a **$5 billion airport project** that reshaped the terminal landscape.

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Modernizing the Salt Lake City Airport Infrastructure

The massive **slc airport construction** initiative spanned twelve years of continuous work. Planners focused on increasing efficiency and accommodating rising passenger volumes.

- Completion of the final concourse section.
- Finalization of extensive terminal upgrades.
- Streamlining gate access for major carriers.

These updates ensure that the **salt lake city airport** remains a competitive gateway for western travel. The facility now features modern amenities designed for long-term durability.

Strategic Gate Allocation and Carrier Dynamics

While **delta air lines salt lake city** operations remain the dominant force, a strategic shift is occurring at the gates. United Airlines has secured the majority of the newly available spaces in Concourse B East.

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The arrival of these **united airlines gates slc** units creates a unique competitive dynamic. Despite Delta holding its status as the primary carrier, this expansion diversifies the terminal footprint.

This arrangement highlights the evolving nature of the **salt lake city airport** as a key transit point. Officials designed the layout to balance the needs of various national airlines.

Evaluating the Impact of the SLC Airport Expansion

The **slc airport expansion** represents a major milestone for regional aviation. It successfully addresses long-standing capacity constraints that limited growth for years.

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Many stakeholders view the **salt lake city airport** as a model for future terminal development. The project finished on time despite the complexities of keeping a busy hub operational during construction.

Future growth at the **salt lake city airport** now rests on these upgraded foundations. Travelers can expect improved boarding experiences and better flow across the terminal complex.

Conclusion

The completion of this redevelopment marks a new chapter for Utah's primary aviation gateway. By finalizing the **salt lake city airport** construction, officials have positioned the facility for decades of future success. While legacy giants and challengers share the new space, the primary beneficiary remains the traveling public.

More updates

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From Sydney to Greenland, Etihad to Emirates: Airlines Open New Routes While Aviation Faces a Reality Check

October 31, 2026 • by Juergen T Steinmetz • October 31, 2026 • 11 min read

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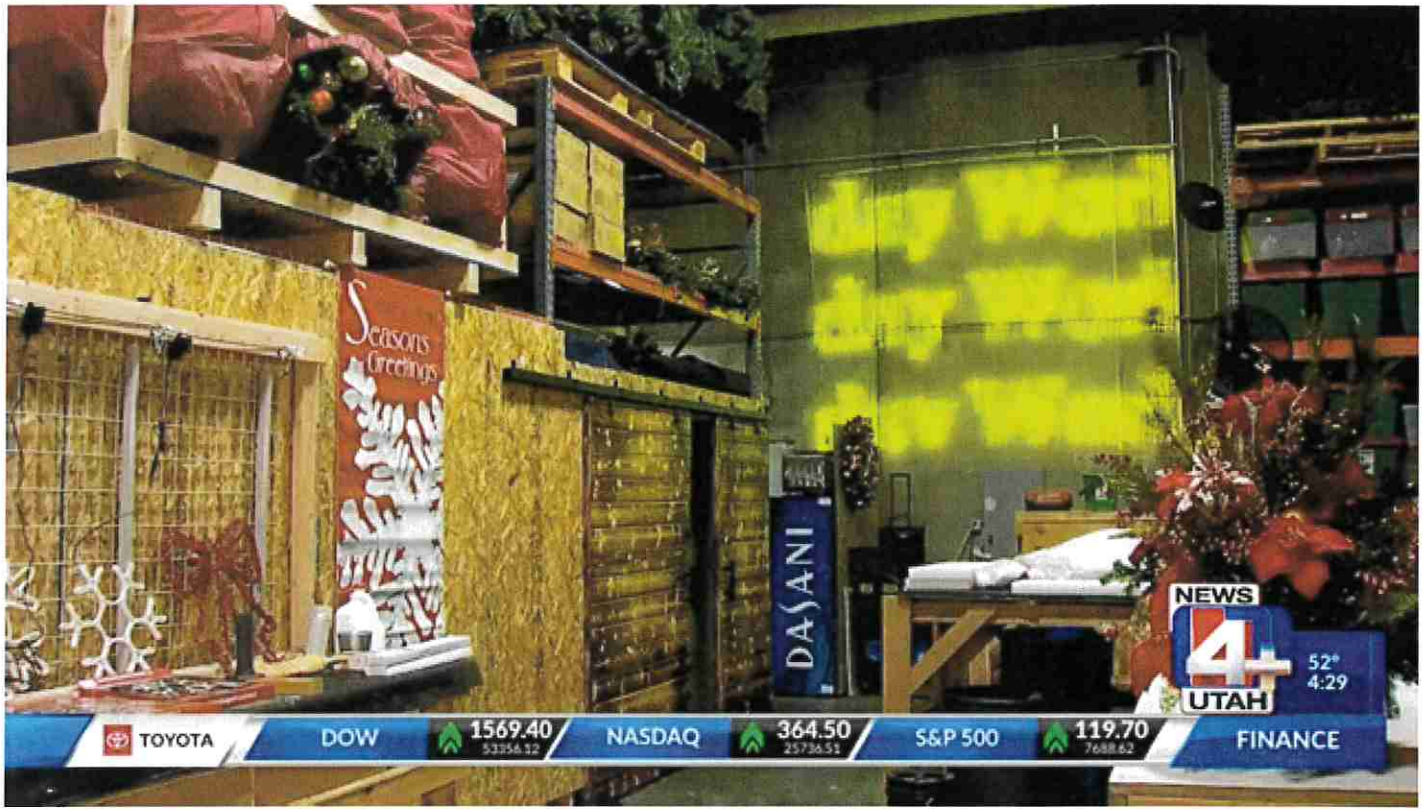

CELEBRATING THE HOLIDAYS

SLC International Airport makes travel festive

by: **Kade Garner**
Posted: Nov 5, 2026 / 02:30 PM MST
Updated: Nov 5, 2026 / 02:30 PM MST

SHARE

SALT LAKE CITY (ABC4) —The Salt Lake City International Airport is starting to look festive as crews set up its many holiday displays. All decorations will be up and in place Thanksgiving weekend.

ABC4 got a behind-the-scenes look at where the decor is stored and prepared.

Amid the hustle and bustle of the airport, travelers are greeted with twinkling lights and glistening ornaments. “I love it,” said one person.





"It's time to get into the spirit of Christmas and leave Halloween behind us," Teresa Morales said when asked what she thought of the airport's displays.

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One fan favorite is a large polar bear that visitors can sit on and take pictures. "I think they look really cool," one young traveler said.

SLC International Airport celebrates end of 12-year renovations ›

There is still a lot of decorating to be done. About three miles down the road from the airport is where the magic takes shape. A 10,000-square-foot warehouse where the decorations are stored and prepped.

"You know, when you see a mother or father taking pictures of their kids in front of a 40-foot tree or in front of by a 12-foot nutcracker or something along those lines, it just really makes you understand why you're doing what you're doing," said airfield maintenance operations support manager David Tingey.



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"We have one person working on it, the majority of the year," he added. "But once it gets into October, it's just far too large of a job for one person," Tingey explained. "So, we bring about another 19 members out of our maintenance crews over to assist him. And so, from about mid-October until just the weekend after Thanksgiving, we've got about 20 people working on it."

It's a big job. Throughout the airport, they'll set up 55 trees ranging from four feet to 40 feet in height. The 40-foot trees have 22,000 lights, 1,600 ball ornaments, 44,000 branch tips and 780 floral sprays. The teams will also hang 120 wreaths ranging from two feet to eight feet in width, and place 4,600 feet worth of garland across gate signs and between walkways.









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At the airport where displays are already taking shape, travelers agree. "I like it," said a member of the Arnell family. "I think variety is the spice of life. We come through here pretty often. And so, it's fun to see the changes and, you know, something new that makes you smile."

"It's more positive," Teresa Morales stated. "It makes me happier. And, you know, having to deal with long lines and everything, Christmas decorations just make it better, more positive."

The decorations will include 15,00 to 1,700 poinsettias, all of which are grown at the airport. The flowers, along with the final decorations, will be placed around the airport Thanksgiving weekend.

About a decade ago, the airport had a $400,00 budget to purchase its decorations. This included purchasing enough for the airport's expansion. It now has an annual budget of about $60,000 for maintenance and upkeep.

Latest headlines:

- Rural Utah health care facilities set to receive $48.2M in federal funds
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Inside Salt Lake City airport's Christmas makeover



Kim Bojórquez

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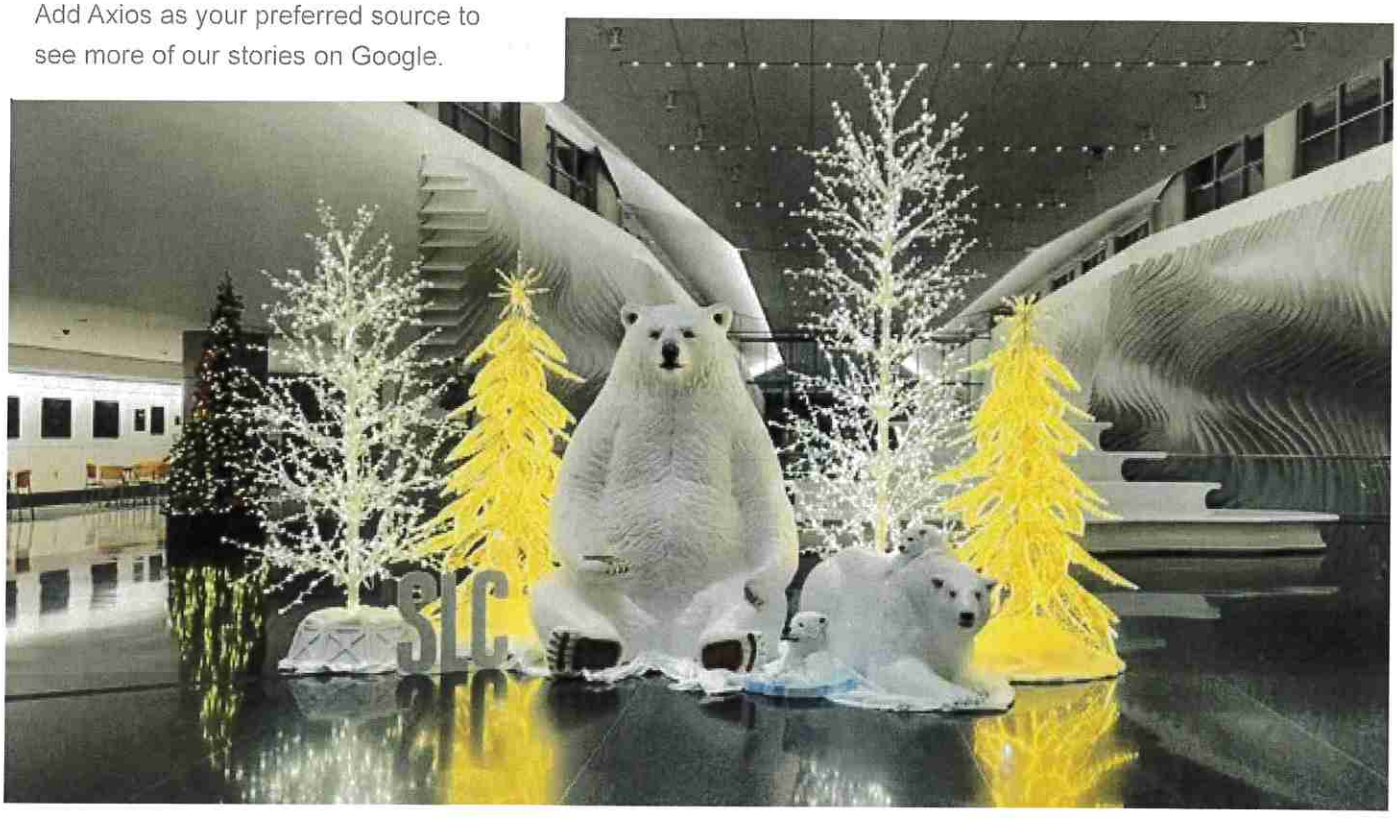


Polar bears and holiday displays at the airport. Photo: Courtesy of the Salt Lake City International Airport.

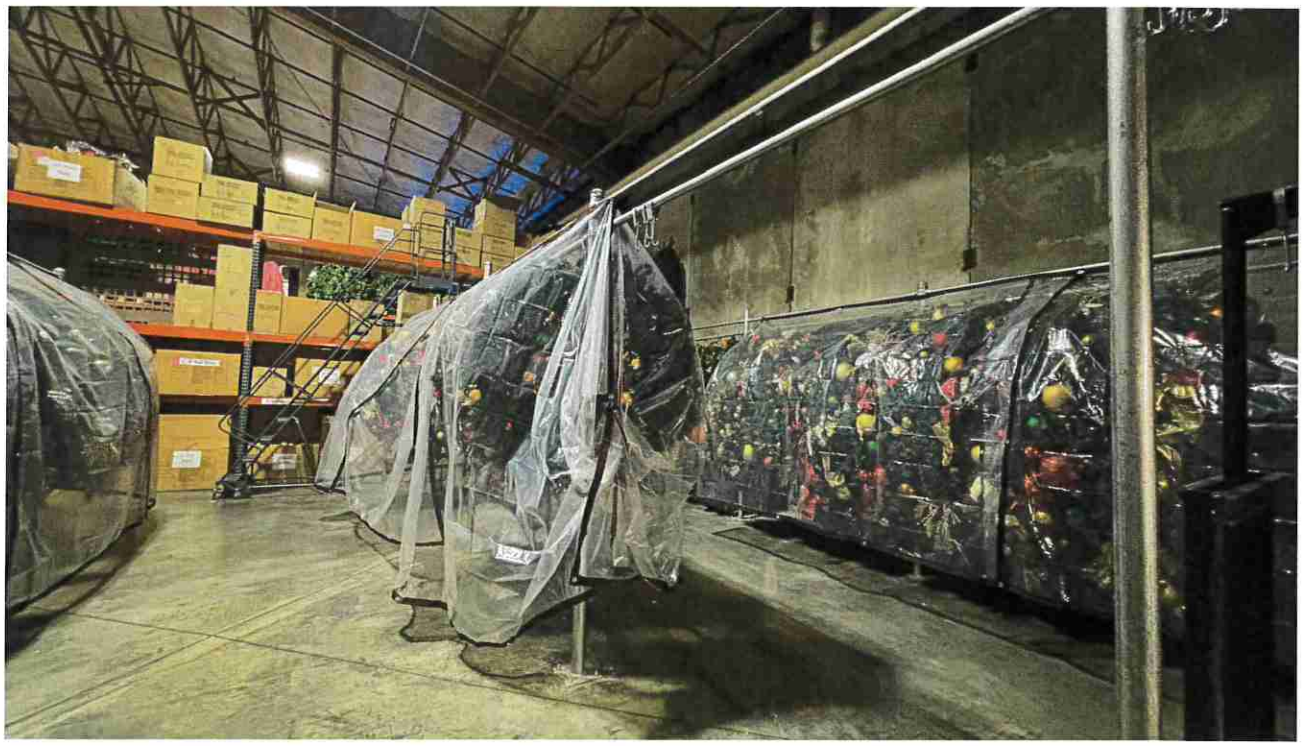
It's beginning to look a lot like Christmas at the Salt Lake City International Airport.

Why it matters: Travelers may not realize the massive production that goes into decking out the airport for the holidays each year.

State of play: Axios got a behind-the-scenes look this week at how the airport's maintenance crews prepare for the holidays.

- First up is a visit to a warehouse near the airport dedicated solely to storing decorations and assembling displays.

- Decorating starts after Halloween and continues through Thanksgiving weekend.



Giant wreaths at the warehouse. Photo: Kim Bojórquez/Axios

What they're saying: David Tingey, the airport's maintenance support manager, told Axios that seeing travelers express joy and take photos next to the displays makes the effort worthwhile.

- "We all get a little stressed when traveling, right? Even if you're going someplace fun," Tingey said. The decor "takes a little bit of that stress off."

- One challenge is transporting delicate displays from the warehouse, setting them up and taking them down without causing damage. A large ball ornament can cost up to $100, he said.



Thousands of ball-shaped Christmas ornaments stored based on size and color. Photo: Kim Bojórquez/Axios

By the numbers: The airport budgets about $60,000 annually to maintain the holiday decor.

- The warehouse is 10,000 square feet and holds 4,600 feet of garland, 60 nutcrackers, more than 100 wreaths, thousands of ornaments and more.
- The marquee display — and the hardest thing to put together, according to Tingey — is the 40-foot tree at the main plaza. The tree includes 22,000 lights and 1,600 ball ornaments.
- About 1,500 to 1,700 poinsettias are grown in the airport's on-site greenhouse for holiday displays.



The airport grows thousands of poinsettia plants in its on-site greenhouse each year. Photo: Courtesy of Salt Lake City International Airport

On average, more than 60,000 people move through the airport each day during the holiday season, according to airport spokesperson Nancy Volmer.

The bottom line: If you're traveling through the airport this winter, take a few moments to appreciate the holiday decor.

LOCAL NEWS

Salt Lake City International Airport Aims to Enhance Traveler Experience with Festive Atmosphere

Salt Lake City International Airport is enhancing the travel experience by making it more festive.

By SignalNewsAI
LOCAL NEWS

NOV 5, 2026
2 MIN READ

Salt Lake City, UT, November 5, 2026 —

Salt Lake City International Airport (SLC) is undertaking efforts to enrich the overall travel experience for its passengers by incorporating a more festive ambiance.

While specific details regarding the nature or extent of these festive enhancements were not provided, the initiative signals a focus on creating a more engaging and pleasant environment for travelers passing through the airport. Airports worldwide are increasingly recognizing the impact of atmosphere on passenger satisfaction, often employing decorative elements, seasonal displays, or curated events to achieve a festive mood.

These types of enhancements can typically include:

- Seasonal decorations, such as holiday-themed displays during festive periods.
- Art installations or exhibits designed to be visually stimulating.
- Ambient music or soundscapes intended to create a particular mood.
- Special events or performances aimed at entertaining travelers.

The stated goal of making the airport more festive suggests a commitment from airport authorities to go beyond basic functionality and address the psychological and emotional aspects of travel. A festive atmosphere can potentially reduce travel-related stress, provide visual interest, and contribute to a more positive perception of the travel journey. The contractor responsible for these enhancements, specific timelines, or budget allocations were not immediately available.

Further details on the specific measures being implemented by Salt Lake City International Airport are expected to be released as the enhancements are rolled out.

Salt Lake City International Airport (SLC)

SALT LAKE CITY, UTAH

West Terminal Drive, Salt Lake City, Utah 84122
slcairport.com

Most Recent Readers' Choice Awards Results



Photo courtesy of Salt Lake City International Airport

2026 AIRPORTS

No. 4: Best Airport for Art

The art program at Salt Lake City International Airport dates back to 1977. "The Peaks" is a 90-foot tall steel outdoor installation inspired by the Wasatch Mountains, and it gives first-time visitors an idea of what to expect inside the airport. Works on the inside take over the ceilings and walls, giving the airport a world-class vibe. It's the kind of airport where there's something to see in every direction.



Photo courtesy of Salt Lake City International Airport

2026 **AIRPORTS**

No. 4: Best Airport for Dining

Salt Lake City International Airport (SLC) is the busiest hub for air travel in Utah. The airport is exemplary of SLC's vibrant culinary scene, too. Craft beer fans can find a new favorite IPA at Red Rock Brewery, then swing by Bruges Belgian Bistro for a crispy cinnamon waffle before boarding.

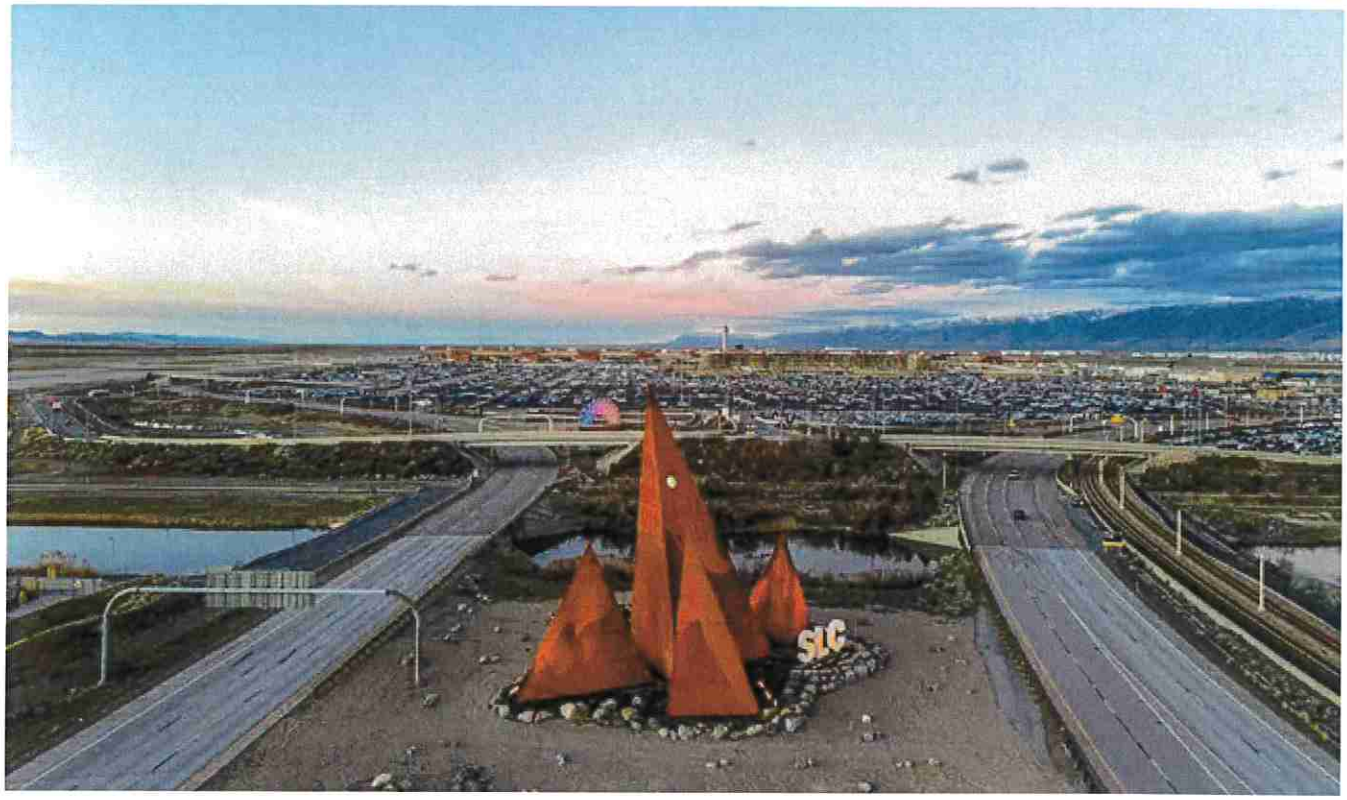


Photo courtesy of Salt Lake City International Airport

2026 **AIRPORTS**

No. 5: Best Large Airport

For anyone wishing to explore the spectacular beauty of the Beehive State, Salt Lake City International Airport (SLC) is the perfect jumping-off point. In addition to polished restaurants, brewpubs, and souvenir shops, the complex is currently undergoing an extensive renovation, ushering in a wealth of dazzling art installations and innovative infrastructure to make travel smoother and more enjoyable than ever.

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New from Quartz: AI needs more power, faster than America has ever built it. Listen

Travel

The best airports in the U.S., according to Condé Nast Traveler readers

Condé Nast Traveler readers consistently praise these five U.S. airports for design, ease of travel and amenities

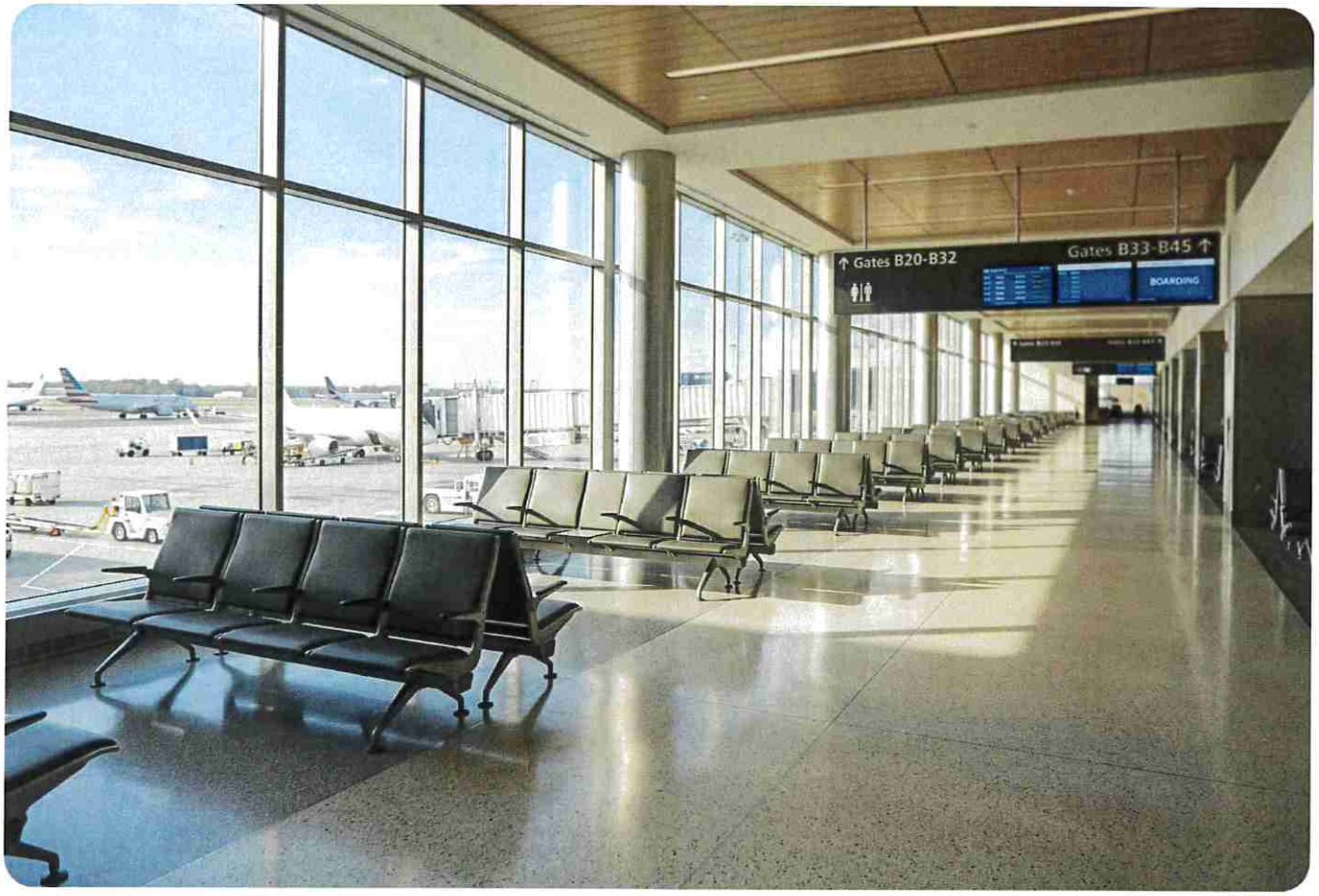


Illustration: Quartz

By Colleen Cabili · Updated October 15, 2026

Size is usually the enemy of a pleasant airport. That pattern shows up clearly in the way Condé Nast Traveler readers pick the best U.S. airports each year in the magazine's Readers' Choice Awards. The survey asks travelers to rate the terminals they actually move through, not the ones with the largest marketing budgets. The results rarely crown the country's busiest hubs. Los Angeles International and Chicago O'Hare move enormous numbers of people each year, and neither tends to collect praise for comfort, clarity or calm.

What the survey measures is harder to manufacture than a new lounge or a celebrity-chef food hall: whether a terminal makes a trip easier or more miserable. The qualities readers come back to are unglamorous and repeat themselves year after year. Short walks between gates. Security lines that move at a predictable pace. Natural light instead of low ceilings and fluorescent glare. Food that tastes like the city outside the windows, and staff who answer a question the first time it's asked.

Mid-size airports dominate as a result. A terminal built for a moderate crowd can spend on flow and design without fighting the congestion that comes with tens of millions of extra passengers a year. Several of the strongest performers have also finished major rebuilds or expansions over the past decade. Ground logistics count for as much in reader feedback as anything inside the secure area. Where the parking garage sits, whether rental cars require a shuttle bus and how long the ride downtown takes all shape the verdict.

The airports that follow have each earned repeat recognition from Condé Nast Traveler readers. They score well on the measures those readers cite most often: architecture, cleanliness, ease of navigation, food and retail quality, and overall passenger experience.

Rankings move year to year, and none of these terminals is flawless. Weather, staffing and runway limits still produce bad travel days at every one of them. But each handles the fundamentals well and then adds something specific to its own city on top. Here are five of them, and the details that explain the loyalty they attract.

Salt Lake City International Airport opened a terminal built around mountain views

Salt Lake City International Airport replaced its 1960s-era facility with an entirely new terminal, opened in phases beginning in September 2020 and designed around daylight and long sightlines. Tall windows frame the Wasatch Range on the east side of the valley and the Oquirrh Mountains on the west.

Ticketing, security and baggage claim sit in one central building that feeds two concourses, A and B, joined by an underground pedestrian tunnel that opened in 2023. One checkpoint serves the whole airport, and passengers stay inside the secure area once they clear it, including when they switch concourses.

Delta Air Lines runs its western hub here, and connecting passengers account for a large share of the traffic. The terminal was planned for that pattern, with wide central walkways sized to absorb the surges that arrive when a bank of flights lands at once and several hundred people head for the same corridor.

Walking distance is the tradeoff. Gates at the far ends of both concourses sit a long way from the checkpoint, and crossing between A and B through the tunnel adds several more minutes on top. The tunnel has moving walkways, but a tight connection still means walking with purpose rather than stopping to browse.

Art is a defining element of the building rather than an afterthought. Work by Gordon Huether runs through the terminal, including "The Canyon," a long corridor of angled aluminum panels near the entrance, and "River Tunnel," a glass and light installation in the passage between the two concourses. Both draw on Utah landscapes instead of generic terminal decoration.

Concessions lean regional, with Utah coffee roasters and local restaurant names operating alongside the usual national brands. Travelers $TRV -0.31% who rate Salt Lake City highly tend to point to the same mix: one clean terminal under a single checkpoint, mountains visible from most gate areas, and a hub that handles heavy connecting volume without the worn infrastructure found at older airports built for a fraction of today's traffic.

The Best And Worst U.S. Airports For Connecting Flights





By Felix Ngeso – Oct 14, 2026, 4:00 PM EDT

A connecting flight can save money or open up more travel options, but the airport where passengers change planes can make a big difference. Long walks between gates, tight connections, delays, and complicated terminal layouts can **turn a routine stop into the most stressful part of a trip**. Some U.S. airports make the process easier, while others leave travelers with less room for error.

Denver International Airport (DEN), one of the busiest airports in the U.S., ranks last among 50 major hubs for connecting flights, with LaGuardia Airport (LGA) second to last, according to Travel Bulletin's connection scores. At the top is Charleston International Airport (CHS), followed by Richmond International Airport (RIC) and Jacksonville International Airport (JAX). These rankings offer a starting point when comparing flight itineraries.

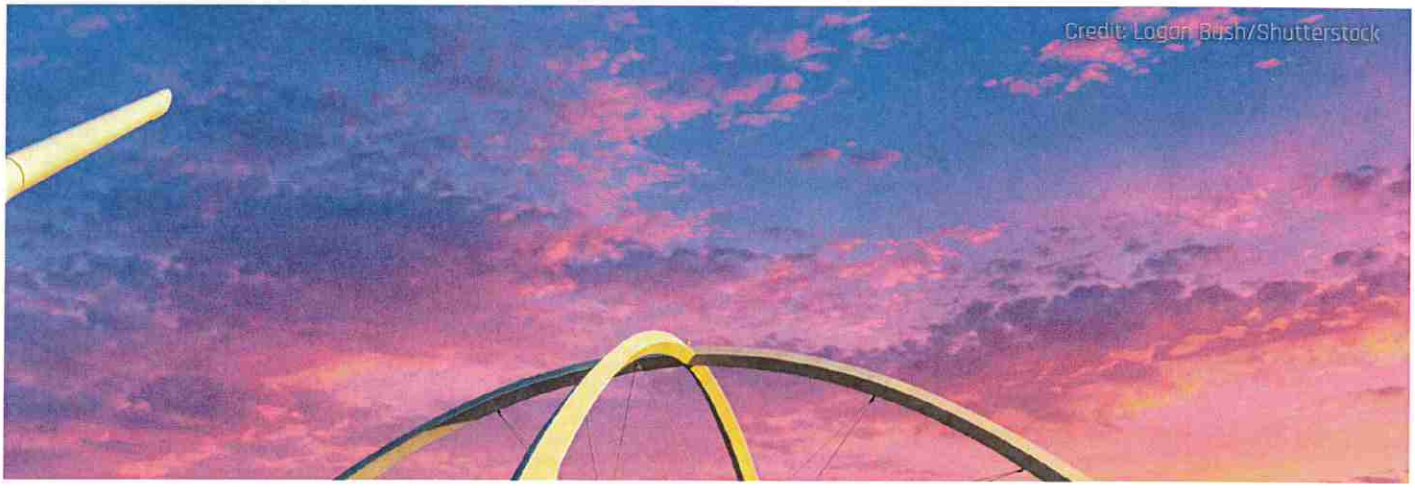
Here are the five lowest and five highest scorers, **rated out of 50** on how quickly passengers can get between gates, to help travelers plan smarter itineraries.

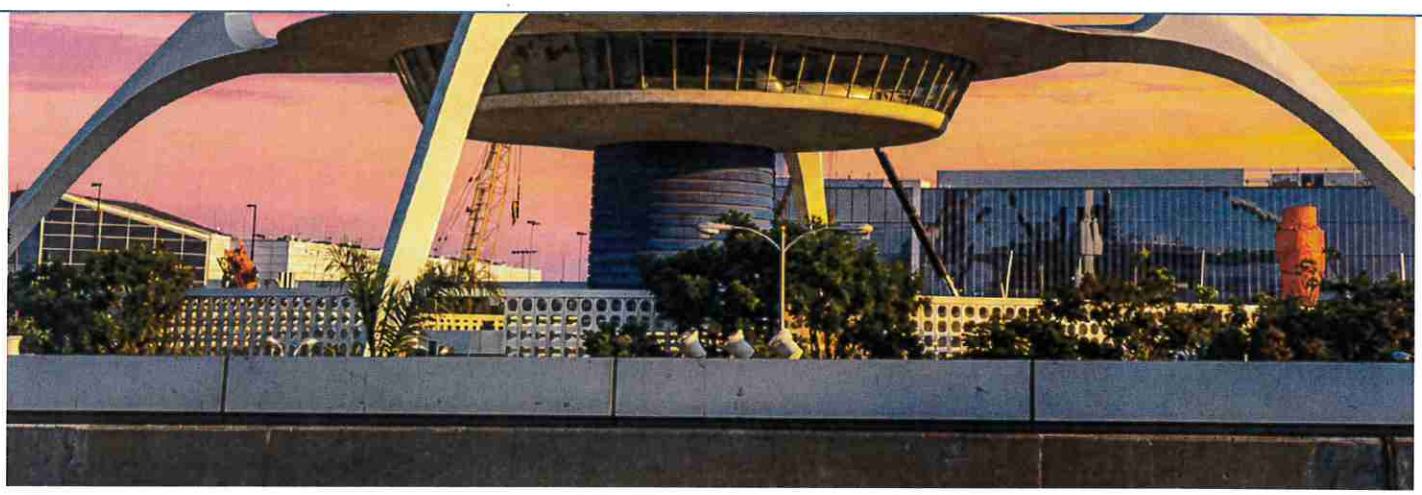
Worst: Salt Lake City International Airport (SLC)

Salt Lake City International Airport lands third from the bottom with a score of **21.4 out of 50.** Travel Bulletin measured its longest gate-to-gate trip at 4,585 feet, which is about 23 minutes, all of it on foot because there is no train or airside shuttle. Additionally, crossing the largest concourse end to end takes roughly 19 minutes.

This Utah airport has one terminal feeding two parallel, linear concourses, A and B, joined by underground tunnels with moving walkways. Even so, **gates at opposite ends can sit far apart**. Travelers with a short layover should check their next gate right after landing, especially on a delayed arrival.

10 Airports Where TSA PreCheck Does More Than Shorten Your Line In 2026





By Justin Fenwick – Oct 18, 2026, 11:00 AM EDT

The utility of a TSA PreCheck membership has evolved significantly throughout 2026, moving beyond the traditional promise of keeping your shoes on and your laptop in your bag. While expedited screening remains the baseline, a select group of major U.S. airports now uses the program as **a digital key to unlock advanced biometric technology** and expanded access for non-travelers.

For frequent fliers, understanding the differences between TSA PreCheck, Clear, and Touchless ID is vital to navigating these high-tech terminals efficiently. The experience at the checkpoint now depends heavily on which airport you choose for your departure or arrival.

This list identifies the ten airports where **your Known Traveler Number (KTN) does more than just shorten a physical queue**. We have selected these locations based on their documented deployment of Touchless ID facial-recognition lanes or their inclusion in the brand-new Gateside program, which allows non-flyers to meet loved ones at the gate.

Salt Lake City International Airport

Salt Lake City International Airport (SLC) was designed with modern security in mind, making it a natural fit for the latest PreCheck enhancements. The facility **currently supports both the biometric Touchless ID lanes** and the Gateside non-traveler access program.

Delta Air Lines maintains a heavy presence here, offering touchless bag drop and security lanes that utilize the TSA digital identity pilot. According to Delta's service guidelines, SLC is one of the most integrated hubs in their domestic network for these specific features.

Salt Lake City earns its place here because the physical layout of the new terminal complements the digital speed of PreCheck. The combination of modern architecture and biometric verification creates one of the smoothest transit experiences currently available in the United States.

Popular US airport called out as 'most stressful' in America for travelers

By Kelly McGreal

Published October 07, 2026

Fox News

Flight delays, cancellations and even the drive to terminals can add layers of frustration to already challenging travel experiences.

A new analysis looked at some of the busiest airports across the U.S. to determine where travelers may encounter the most stress.

Rightway Parking, an airport and cruise parking reservation company based in Tampa, Florida, analyzed 55 airports using federal flight data and Google Maps estimates. It weighed delays, cancellations, changes in delays, and the distance and travel time from downtown areas.

TRAVEL NIGHTMARE UNFOLDS AS MAJOR AIRLINE SCRAPS FLIGHT AFTER HARROWING 12-HOUR DELAY

After the analysis, Dallas/Fort Worth International Airport (DFW) was ranked as the "most stressful" airport in the country in the study.

Nearly 28% of flights at DFW were delayed, while 2.76% were canceled, according to the analysis, which used 2025 flight data from the Bureau of Transportation Statistics.



Dallas/Fort Worth International Airport, shown above, was identified as the "most stressful" U.S. airport based on flight disruptions and other travel factors in a new analysis. (Smiley N. Pool/The Dallas Morning News via Getty Images)

The airport has also seen delays climb 33.67% since 2021, according to the report.

Getting to the airport also added another factor to DFW's ranking. The airport sits about 20 miles or so from downtown Dallas.

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The findings come after travelers at DFW faced a difficult day earlier this month.

On Oct. 1, the airport recorded 390 delays and 155 cancellations, the most of any U.S. airport that day, according to NJ.com.



Dallas/Fort Worth International Airport, pictured above, has seen delays climb 33.67% since 2021, according to the analysis.

(iStock)

DFW was followed by Chicago O'Hare International Airport, which took the No. 2 spot with 24.68% of flights delayed and a 42.77% increase in delays since 2021.

Travel time also factored into O'Hare's position, with the drive from downtown Chicago to the airport estimated at about 50 minutes.

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Rounding out the top three was Ronald Reagan Washington National Airport in Arlington, Virginia, just across the Potomac River from Washington, D.C.

Reagan National recorded a 3.86% cancellation rate. It has seen delays increase 73.92% since 2021, according to the analysis.



After Dallas/Fort Worth International Airport, Chicago O'Hare International Airport was ranked the second "most stressful" airport in the country in a new analysis. (iStock)

New York City's John F. Kennedy International Airport and Philadelphia International Airport rounded out the top five, ranking fourth and fifth.

Some airports fared much better when the same travel factors were taken into account.

TEST YOURSELF WITH OUR LATEST LIFESTYLE QUIZ

Salt Lake City International Airport in Utah was ranked the "least stressful" airport — followed by San Jose International Airport in California and Daniel K. Inouye International Airport in Honolulu, Hawaii.

All three recorded cancellation rates below 1% and had relatively shorter trips from downtown compared with many of the airports toward the top of the ranking.

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Fox News Digital reached out to Dallas/Fort Worth International Airport and Rightway Parking for comment and further details.

Kelly McGreal is a production assistant with the lifestyle team at Fox News Digital.

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Salt Lake City plan to transfer nearly 1,000 wetland acres to Utah hits a snag

Posted - Oct. 7, 2026 at 9:07 p.m.


Carter Williams
KSL



Sam Nelson and Seth Summerhays, with the Salt Lake Mosquito Abatement, work to kill mosquito larvae in the wetlands on May 28, 2021. A Salt Lake City plan to transfer nearly 1,000 acres of wetlands was met with pushback on Tuesday. (Scott G Winterton, Deseret News)

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KEY TAKEAWAYS

airport.

- City officials consider slowing the process to address public and ecological concerns.

SALT LAKE CITY — Watching thousands of birds flying over the wetlands north of Salt Lake City International Airport is a sight that Justin Matkin has fond memories of.

He described it to the Salt Lake City Council on Tuesday as he discussed the importance of nearly 1,000 acres northwest of the airport that the city has owned for several decades.

"These ponds have become a critical rest area for the birds, especially during the fall migration when it's hunting season," the city resident said, before pleading to city leaders to postpone a proposal to transfer the land to the state.

He wasn't alone in that request, as more than a dozen people showed up to a public hearing on the matter to request a pause to allow for more ground rules about a proposed conservation easement tied to the land.

The city signaled its willingness to hold off over the concerns, as well.

"We want to preserve this property because … if we don't do this right, we're not doing ourselves a service and our kids and grandkids," said Salt Lake City Councilman Dan Dugan, after hearing the feedback.

Salt Lake City acquired the land in 1995 to make up what was lost when a new airport runway was constructed at the time. The city estimates that it spends approximately $70,000 to maintain the property, even though there is little access to it.

Related:

Why Salt Lake City is seeking to sell over 950 acres near its airport to the state



preserve the Great Salt Lake's wetlands.

Discussions between the city and state began two years ago, as state natural resources leaders sought to improve protections for the Great Salt Lake's surrounding wetlands. The land was valued at between $3.8 million and $5.1 million ahead of a potential sale, which would be waived in favor of a conservation easement granted to Utah Open Lands to protect the land from future development.

Utah Division of Wildlife Resources biologists would be tasked with managing the parcel, said Chelsea Duke, wildlife lands coordinator for the agency. Initial work would include removing invasive phragmites, which are considered a key problem across the lake's ecosystem.

"The DWR's main goal in this acquisition is to protect, conserve and enhance the wetlands across the Great Salt Lake," she said, adding that land would be protected from development and closed off during crucial times of the year, like the nesting season.

Many of those who attended Tuesday's public hearing on the proposal weren't concerned about the transfer, but what types of activities could be permitted should the land fall into the state's hands.

Hunting was at the crux of that argument, along with other provisions that ensure the birds that rely on the land are protected.

Since public access has been limited for over three decades, the land has been an unofficial resting spot for shorebirds and waterfowl alike. However, that could change with the change in ownership.

Several people requested that the easement contain language prohibiting hunting on the land. Those calls came from members of the Great Salt Lake Audubon Society, but also from hunters, including leaders of the Harrison Duck Club, who contend that hunt-free zones are beneficial for the sport.

free. These birds need somewhere they can rest without hunting pressure.

Some asked the city to make these terms public before approving any land sale. It's ultimately up to the Salt Lake City Mayor's Office to approve the sale, but the Salt Lake City Council has authority to grant the easement and approve the $0 sale price.

While an easement could be voted on later this month, city officials say they're in no rush to complete the transfer. The deal must include other complexities, including consent from the Federal Aviation Administration and the U.S. Army Corps of Engineers.

"We are currently taking in all of the concerns, continuing to work with Utah Open Lands and (Utah Division of Wildlife Resources) on the conservation easement terms and potential property transfer," said Andrew Wittenberg, a spokesman for the mayor's office, in a statement to KSL on Wednesday.

Multiple city councilors agreed that it might be good to slow-walk the measure in order to match the public concerns. Some of the proposed plans appear to be in "conflict with each other" while there's also a huge demand to preserve the Great Salt Lake's ecosystem, Dugan said, which factors into the concerns.

It's unclear how it will affect any of the process timelines.

"I look forward to more thoughtful conversations," he added.

The Key Takeaways for this article were generated with the assistance of large language models and reviewed by our editorial team. The article, itself, is solely human-written.

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Salt Lake City Council members agree to slow down sale of land near Great Salt Lake to the state

While a state agency says it aims to conserve the area, environmentalists and neighboring landowners have objections to the sale of 900 acres between the airport and wetlands

BY **ALIXEL CABRERA** - OCTOBER 8, 2026 5:04 AM



Birds take flight over the Great Salt Lake, with downtown Salt Lake City visible in the background, on Friday, Sept. 27, 2024. (Photo by Spenser Heaps for Utah News Dispatch)

Salt Lake City Council members hope to pause before advancing a proposed sale of 900 acres of land between the Salt Lake City International Airport and wetlands.

While the interested buyer is the Utah Department of Natural Resources and its Wildlife Resources division, environmentalists worry that selling the land could be the first of many missteps leading to harm to the Great Salt Lake and migrating birds.

Details on the sale are still unconfirmed, according to a report from city staff, including the price of the land. The council still has to approve other processes before the deal is finalized as well, so a vote wasn't expected at their Tuesday evening meeting.

But, after dozens spoke opposing the sale without more in-depth studies, council members said they would take extra steps before making a decision.

After hearing the comments, Councilmember Dan Dugan said there are conflicts between the management plan proposed by the Department of Natural Resources and federal clean water policy. Also, he said, the city should analyze all options before approving a land transfer.

"Does it require the city to transfer the land to the state, or can we do that ourselves by just transferring it to another one of our departments using (Federal Aviation Agency) money to manage that?" Dugan said. "Can we do it ourselves without giving someone else that responsibility and also that authority to do something that we may not all agree with?"

Chelsea Duke, wildlife lands coordinator at the Utah Division of Wildlife Resources, said during the meeting that the agency's goal in the acquisition is "to protect, conserve, and enhance the wetlands around the Great Salt Lake."

The division's team of full-time biologists would manage the area in conjunction with the state-owned 660 acres adjacent to the land, known as the Blackhawk Waterfowl Management Area, she said, and would work with state, federal, private and nonprofit representatives to restore the wetlands and mitigate invasive species in the system, particularly phragmites, a reed that crowds out native species and draws a tremendous amount of water.

"Our waterfowl management areas are managed in a way to help waterfowl and other migrating bird species," Duke said, "These properties are closed to public access during specific times of year to protect nesting birds and provide crucial rest areas. Because our (waterfowl management areas) are primarily for wildlife it is also crucial that they remain protected from development."

If the division were to buy the parcels, Duke said, it is required by state law to write a habitat management plan with input from local government officials, neighboring landowners and others.

But Ren Griffith, policy advocate for the conservation organization Utah Audubon Council, said that protection from development "is only half the question."

"The other half is what kind of habitat this land will be. For three decades, the airport has kept this property closed to hunting and trespassing, and it has become a place where migrating birds can rest undisturbed," she said.

When asked whether hunting would be allowed in the area, the Utah Division of Wildlife Resources said it "hopes to expand waterfowl hunting opportunities and protect the wildlife habitat in the area through this purchase," according to the city staff report.

If the acquisition goes through, the agency would add the parcel to its Blackhawk Waterfowl Management Area, which has remained closed to the public since it was purchased because it doesn't have any usable, safe public access points.

"Public access points, parking, motor vehicle restrictions, grazing, and other management decisions will be developed once the property is purchased and (the Division of Wildlife Resources) writes

the habitat management plan for the entire (waterfowl management area)," the agency said in its response to Salt Lake City staff.

The Utah Audubon Council supports transferring the land to the Department of Natural Resources with a permanent conservation easement for all 900 acres with some specific terms, Griffith said, like the creation of a hunting-free wildlife rest area within "a meaningful share of the property."

Neighbors of northwestern Salt Lake City also worry that the sale could essentially undo decades of their land advocacy and negotiations.

Adam Von Maack, representing Gillmor Livestock Corporation, which is owned by a family that has farmed and ranched in the area since 1896, said the family had endured multiple land takeovers from the city as the airport expanded.

After a decade of planning processes, they understood the city had made renewed commitments to "principles of stewardship, respect for agriculture, and your continued protection of this significant city-owned property," he said. The sale would "break faith" with the residents in the area.

"You created this mitigation site to replace sensitive lands destroyed by your runway expansion. You took that land from your neighbors to do it, and now you turn your back on it because it's inconvenient," Von Maack said.

"The state bought the Blackhawk without usable public access. This transaction seeks to solve their access problem and the airport's management burden, while neighbors inherit the consequence," he said. "It also allows the state to bully your area constituents into accepting area policies they spent generations working alongside you reject. Selling to the state removes your ability to protect this land, your constituents, and the city's documented priorities."

NEWS OCTOBER 8, 2026

SLC Council hikes impact fees on developers, delays vote on Avenues BnB rezone.

Washington Square Dispatch

Grace X. Maya



The Salt Lake City Council voted to increase the impact fees paid by new developments on Tuesday, while deferring action on a proposed rezone that would convert a vacant Avenues home into a café. The Council also considered a sale of airport land to the state Department of Wildlife Resources and recognized October Italian-American Heritage Month.

Still, the transfer stung for some nearby property owners. Adam Von Maack spoke, representing a livestock corporation that repeatedly ceded ranching land to the city for the airport's development.

"You created this mitigation site to replace sensitive lands destroyed by the runway expansion. You took land from your neighbors to do it," Von Maack said. "And now you turn your back on it because it's inconvenient?"

If controlled by the state, the land in question could be opened to public use, including duck hunting. Punita Koustubhan, founder and chairperson of Bird Safe Utah said she was concerned about the unintended consequences of DWR management and increased public access.

"Hunting and human disturbance can disrupt feeding and force birds to expend energy needed for migration and reproduction," Koustubhan said. "These mitigation properties need to be managed as no-hunting, low disturbance areas."

After most speakers urged caution in the land sale, the Council closed the public hearing.

"I really appreciate all the input and I look forward to more thoughtful conversations," Councilmember Dan Dugan said. "We all want to preserve this property because we love Salt Lake City. If we don't do this right, we're doing a disservice to ourselves, our kids, and our grandchildren."



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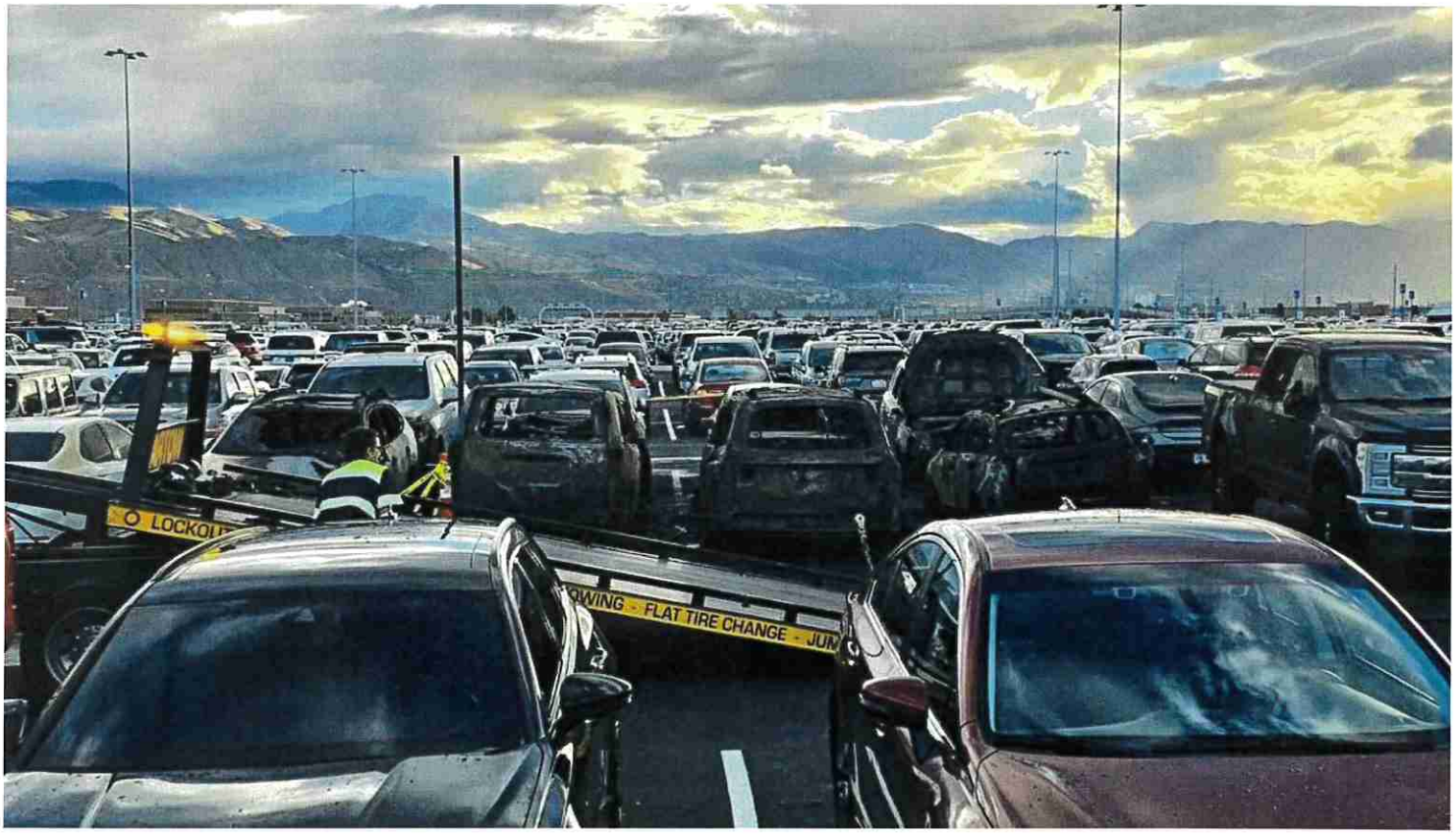
More than 10 cars burn in fire at Salt Lake airport parking lot

by Megan Brugger, KUTV
Fri, October 23, 2026 at 3:54 PM



More than 10 cars burned in a fire at the Salt Lake City International Airport. (Photo: bRad)

TOPICS: SALT LAKE CITY INTERNATIONAL AIRPORT PARKING LOT FIRE CAR FIRE TSA PROGRAM AIRPORT SPC >

SALT LAKE CITY (KUTV) — More than 10 cars burned in a fire at the Salt Lake City International Airport.

Nancy Volmer, an airport spokesperson, said "11 or 12" cars were impacted.

All of the cars have been towed.

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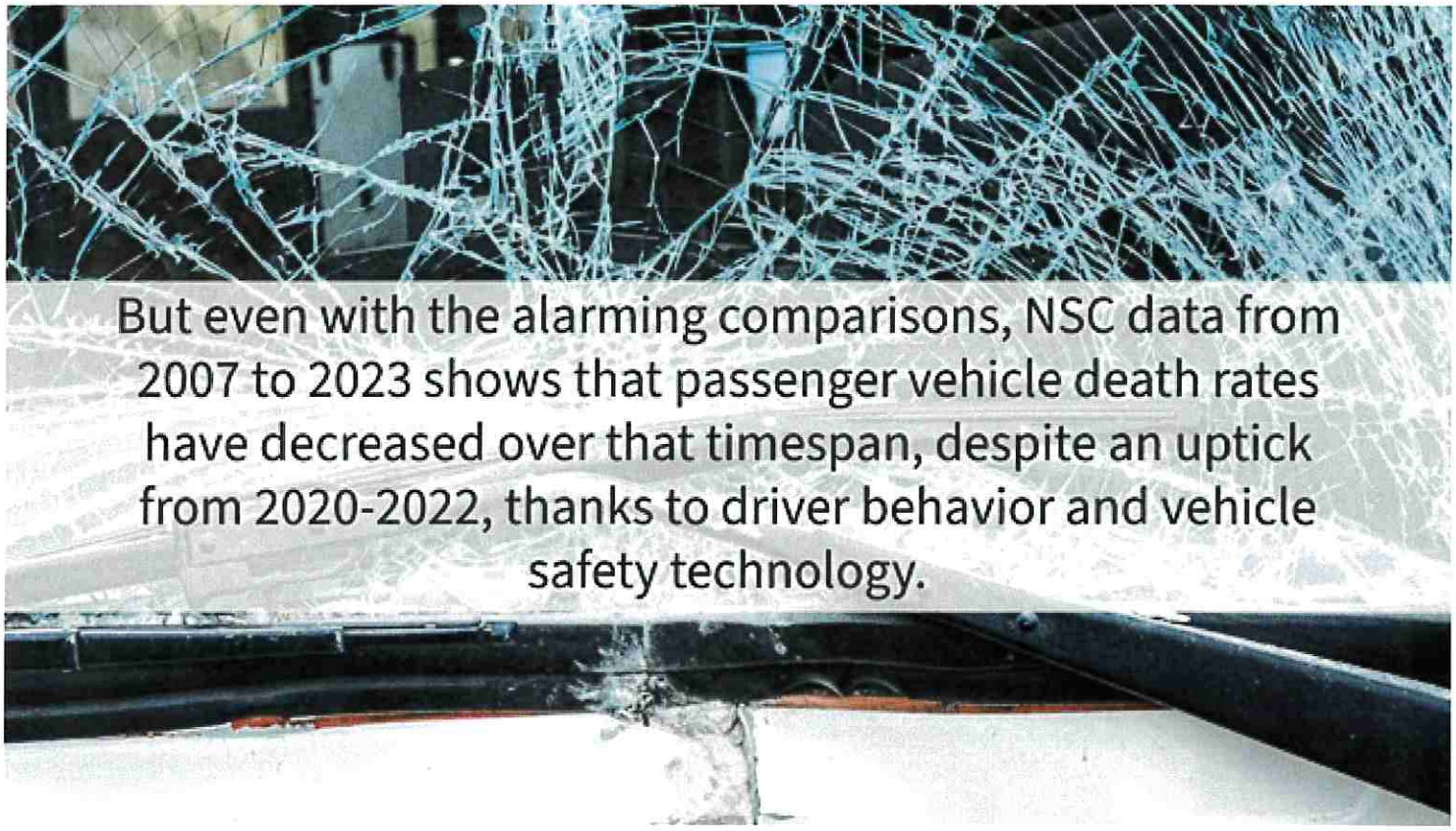
WEATHER ALERT
There are 3 areas with 3 active weather alerts.



WASATCH FRONT NEWS

Fire in economy parking lot at SLC airport damages a dozen vehicles

by: **Sorina Trauntvein**
Posted: Oct 23, 2026 / 10:57 AM MDT
Updated: Oct 23, 2026 / 10:57 AM MDT

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SALT LAKE CITY (ABC4) — A dozen vehicles were damaged after a fire broke out in the parking lot of the Salt Lake City International Airport.

According to the Salt Lake City Fire Department (SLCFD), crews responded to a fire in the economy parking lot around 6 a.m. on Friday.

Due to the proximity of the vehicles and the strong winds in the area, the fire spread and damaged 12 vehicles in total. Nobody was injured as a result of the blaze.

Currently, the cause of the fire is under investigation; however, the vehicle it originated from has been identified. At this time, SLCFD is investigating the incident as an electrical malfunction.

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Vehicle fire prevention and safety

According to the U.S. Fire Administration, it's important to know the potential causes of vehicle fires and act quickly when a vehicle does catch fire.

To prevent a vehicle fire, the administration recommends:

- Have your vehicle serviced regularly by a trained mechanic.
- Keep gas cans or propane tanks away from passengers. Tightly seal and place them on a flat surface to make sure they stay upright.
- Keep windows open to stop fumes from building up if you must put gas cans or propane tanks inside your vehicle.
- Drive safely to avoid an accident.

If you have an electric vehicle, always abide by the following guidelines to prevent fires:

- Follow manufacturer's guidelines when charging your vehicle. Check with your local dealer if you need additional information.
- Purchase a charging device that is certified by a nationally recognized testing laboratory.
- Plug Level I EV chargers directly into an outlet designed to handle the amperage of the charging device. Never use a multi-plug adapter or extension cord.
- Install a residual current device with the charging unit. It will turn off the power if a fault is detected and help prevent a fire.
- Place all charging device components out of reach of children when not in use.
- Maintain the components of your charging station according to the manufacturer's maintenance guidelines. Signs of excessive wear may indicate a potential shock hazard. Never use an EV charger with obvious signs of damage.
- Cover the EV charging station outlet to stop water from entering. Check the manufacturer's guidelines to make sure it is safe to charge your EV in wet conditions.

And if a vehicle fire does break out, make sure you know what to do and act quickly when it happens. The U.S. Fire Administration says to take the following steps when a fire starts:

- Pull over as quickly as you can when it is safe.
- Once you have stopped, turn off the engine.
- Get everyone out of the vehicle. Never return to a burning vehicle. Do not try to fight the fire yourself.
- If you think there is a fire under the hood or trunk, do not open it. This could cause the fire to grow.
- Move everyone at least 100 feet from the burning vehicle and well away from traffic.
- Call 911.

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Evacuation order lifted in Bluff, emergency shelter open for displaced San Juan County residents



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Car fire at Salt Lake City International Airport damages 12 vehicles

SALT LAKE CITY — A vehicle caught fire while parked at the Salt Lake City International Airport economy parking lot on Friday, spreading to damage multiple vehicles.

The vehicle that started the blaze was parked in the lot at approximately 10 p.m. on Thursday, according to Salt Lake City Police Lt. Scott Hall.

At approximately 5:45 a.m. Friday, a call came in from the airport that the vehicle had caught fire. Within minutes, Hall said the blaze had spread to damage a total of 12 vehicles.

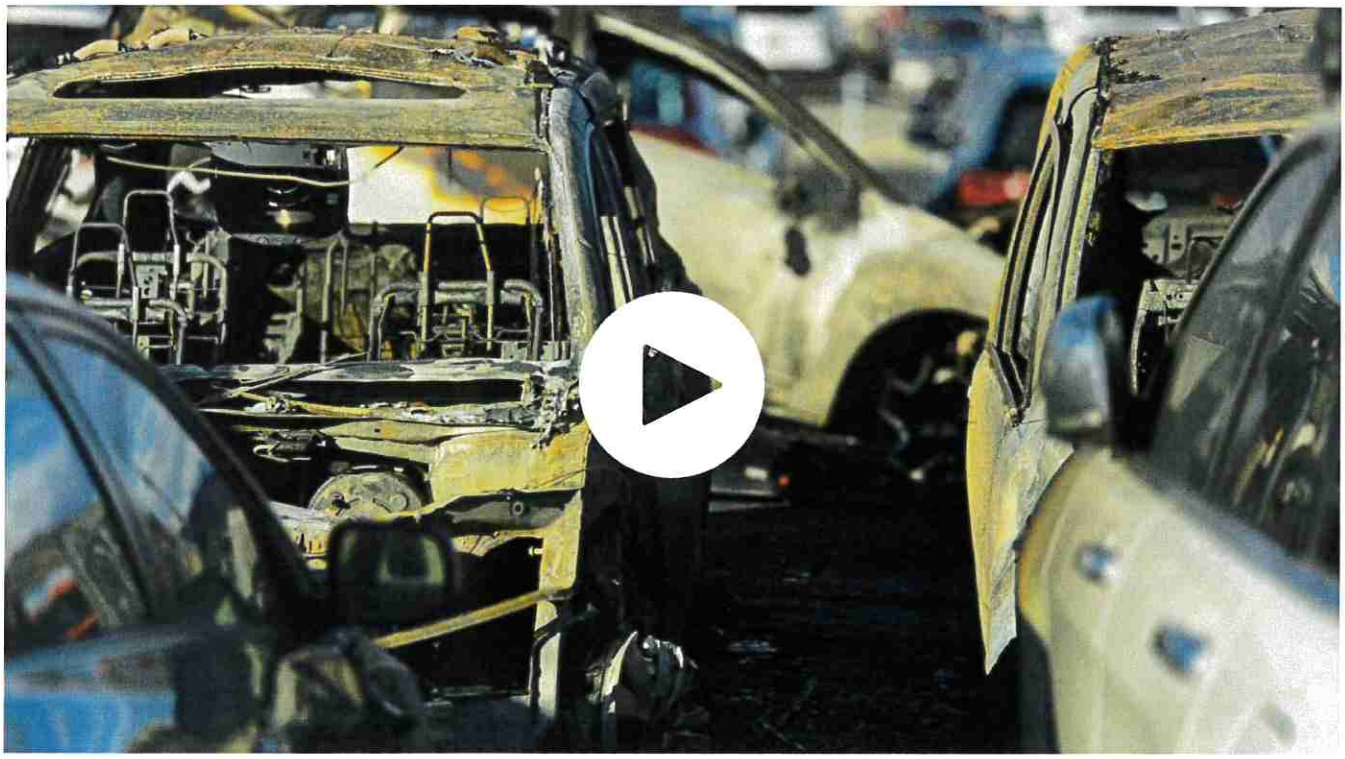
Crews were able to put out the fire with no injuries to firefighters or civilians. The damaged vehicles were located in the Blue Lot near section A.

Airport security cameras were able to identify the vehicle that started the fire, which the Salt Lake City Fire Department said was being investigated as an electrical malfunction.

The Salt Lake City Police Department reached out to the owners impacted by the destruction of the vehicles. The damaged vehicles were taken to an impound lot to clear the parking lot for others to use.

NEWSLOCAL NEWSSALT LAKE CITY

Multiple vehicles damaged, destroyed in Salt Lake City International Airport parking lot fire



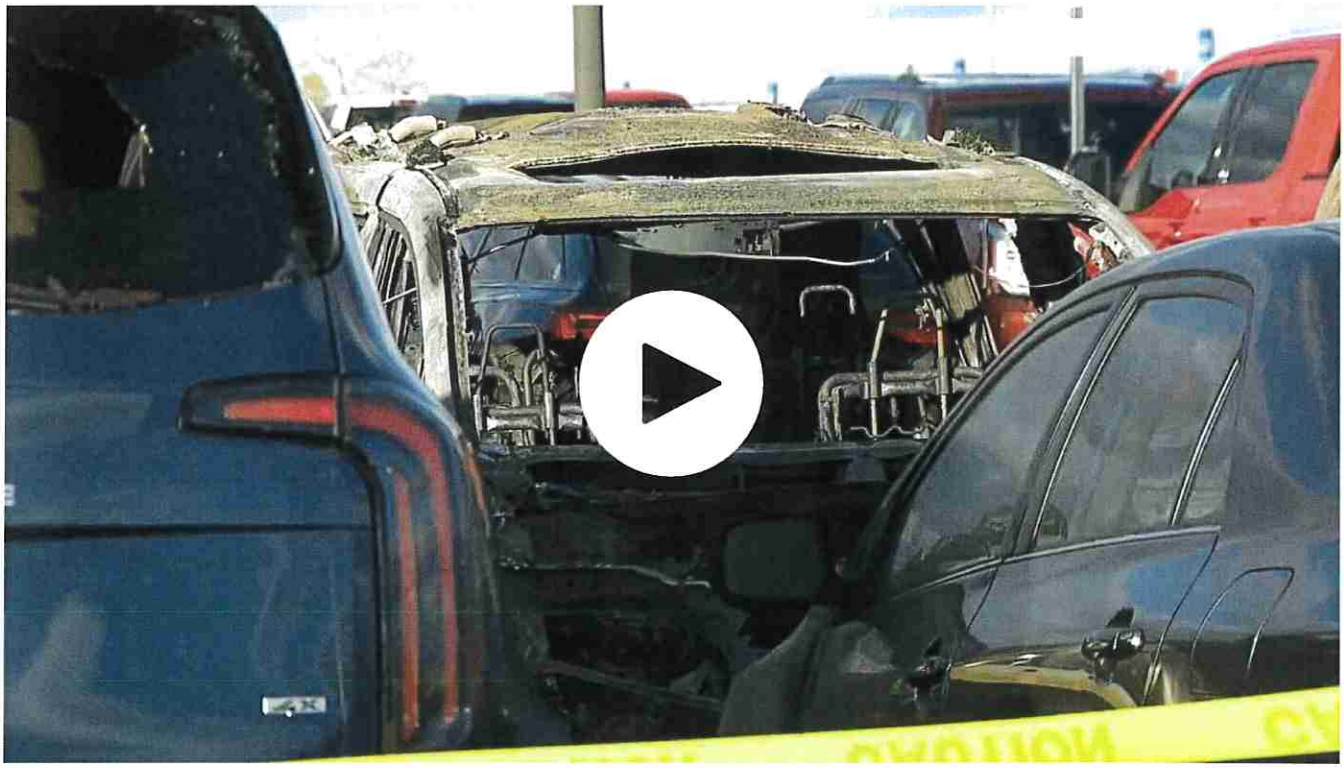
By: Jeff Tavss

Posted 9:37 AM, Oct 23, 2026 and last updated 3:26 PM, Oct 23, 2026

SALT LAKE CITY — Several vehicles parked at Salt Lake City International Airport were seriously damaged or destroyed Friday in a fire that broke out in the economy lot.

The fire sparked in the morning and was spurred by strong winds, according to the Salt Lake City Fire Department.

Video below shows aftermath of airport parking lot fire:



At least 12 vehicles were damaged, and some were destroyed.

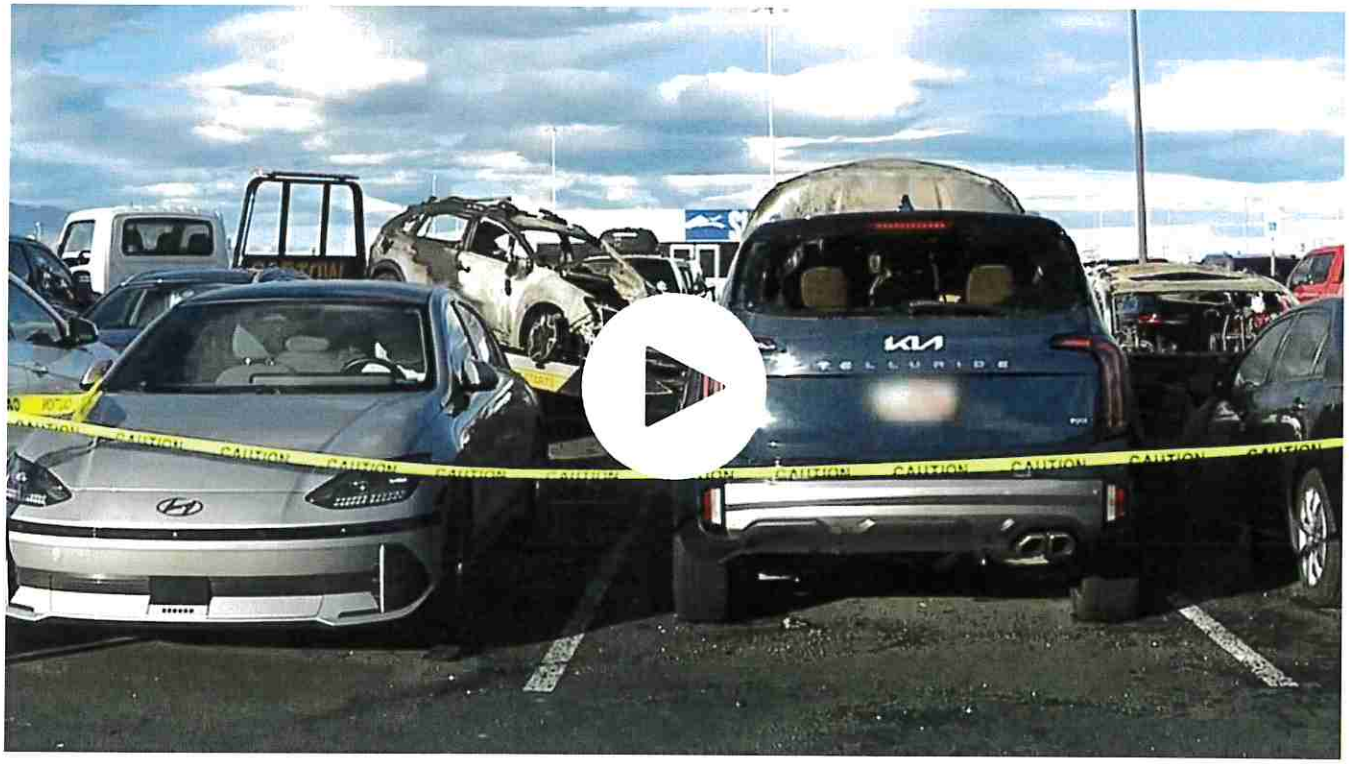
“Our officers have reached out to [vehicle owners], and informed them of the unfortunate circumstances of their vehicles being involved,” said Lt. Scott Hall with the Salt Lake City Police Department.

00:24 02:00

An electrical malfunction in a Kia Telluride is believed to have started the fire, and police might be looking into whether the SUV is under an active recall for the electrical issue.

NEWSLOCAL NEWSSALT LAKE CITY

Investigators pinpoint where Salt Lake City Int'l Airport parking lot fire started





By: Scott McKane

Posted 9:27 PM, Oct 29, 2026

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SALT LAKE CITY — Salt Lake City fire investigators still can't say exactly why a fire started in an airport parking lot last week, but they can confirm where it began.

Friday's fire that **burned roughly a dozen vehicles** began with a 2023 Kia Telluride SUV in the long-term, economy parking lot at Salt Lake City International Airport.

The SUV initially parked in the lot on Thursday night, and given the vehicle's model year, it may be among more than 462,000 Tellurides now under recall due to a malfunctioning power seat motor.

The recall includes Tellurides between 2020 and 2024. Owners who received the recall notice are advised to park outside and away from structures or other vehicles until the repairs are finished.

Officials cannot yet confirm whether the power seat motor sparked the fire, or whether that specific vehicle was under recall.

Meanwhile, officials with AAA Utah have detailed instructions on their website about what to do if or when you receive a vehicle recall notification.

DeseretNews.

TRAVEL OUTDOORS

These airports offer easy access to ski areas

Salt Lake City among destinations within close proximity to mountain resorts

Published: Oct 23, 2026, 9:56 a.m. MDT



By Dennis Romboy

Dennis is a longtime reporter and editor at the Deseret News. He often writes about the intersection of sports and culture.



A Skywest plane, bound for Palm Springs CA., taxis on the tarmac at Salt Lake City International Airport Wednesday, Oct. 14, 2026. | Chuck Wing, Deseret News PURCHASE IMAGE

Utah has a lot going for it when it comes to skiing and snowboarding.

Typically, there's ample snowfall dubbed "the greatest snow on Earth," making some of the best powder skiing and riding in the world. Sixteen resorts across the state, the majority in close proximity to Salt Lake City. Plenty of lodging, food and aprés ski options. Smaller ski areas offer very affordable lift tickets.

But one the state's biggest assets for its $2.5 billion ski industry isn't on a mountain. It's the Salt Lake City International Airport.

OnTheSnow compiled a list of U.S. airports with easy access to ski resorts. Salt Lake City is near the top.

"Winter travel is unpredictable at best when you factor in surprise storms, unexpected delays, canceled flights, snow-covered roads, and road closures," according to the

digital platform that provides snow reports and weather conditions for resorts worldwide.

“However, you can dodge many of those headaches by picking ski resorts near airports with direct flights on major airlines. Pairing the right ski resort with the right airport can limit missed connections, eliminate lengthy white-knuckle drives, and make travel less stressful.”



A skier does a jump during Alta Ski Area’s closing day in Alta on Sunday, April 26, 2026. | Tess Crowley, Deseret News

OnTheSnow includes 12 airports on the list from California to Vermont, but most are in the West. Salt Lake City airport is the biggest.

“Few cities boast ski resort access comparable to Salt Lake City. Flying into Salt Lake City International (SLC) puts skiers and riders within an hour’s drive of 10 ski resorts, including Park City Mountain Resort, Deer Valley, Snowbird, Alta, Brighton, Solitude and Sundance,” per OnTheSnow.

“Salt Lake City International Airport is one of the West’s major hubs, served by more than 10 airlines and their affiliates, and with hundreds of daily non-stop flights to/from more than 100 destinations. Airlines that fly into SLC include AeroMexico, Alaska Airlines, American, Delta, Frontier, JetBlue, KLM Royal Dutch Airlines, SkyWest, Southwest, and United. SLC is a major hub for Delta Air Lines with about 70 percent of total traffic.”

Also, the remodeled airport installed a baggage system to specifically accommodate skiers and oversized luggage when it opened in 2020.

In addition to Salt Lake City, here are the destinations on the list:

- Jackson Hole (Wyoming) Airport
- Eagle County (Colorado) Regional Airport
- Bozeman (Montana) Yellowstone Airport

- Patrick Leahy Burlington (Vermont) International Airport
- Aspen/Pitkin County (Colorado) Airport
- Reno-Tahoe International Airport
- Friedman (Idaho) Memorial Airport
- Mammoth Yosemite Airport/Bishop (California) Airport
- Montrose-Telluride (Colorado) Airport
- Yampa Valley (Colorado) Regional Airport
- Glacier Park (Montana) International Airport



A Delta plane takes off from Salt Lake City International Airport in Salt Lake City on Monday, Sept. 7, 2026. | Kristin Murphy, Deseret News

Airline News

Salt Lake City International Airport launches four new direct flights



by **Sophie Higby**
Published: Oct 16, 2026 at 1:24 pm
Last updated: Oct 16, 2026 at 1:24 pm

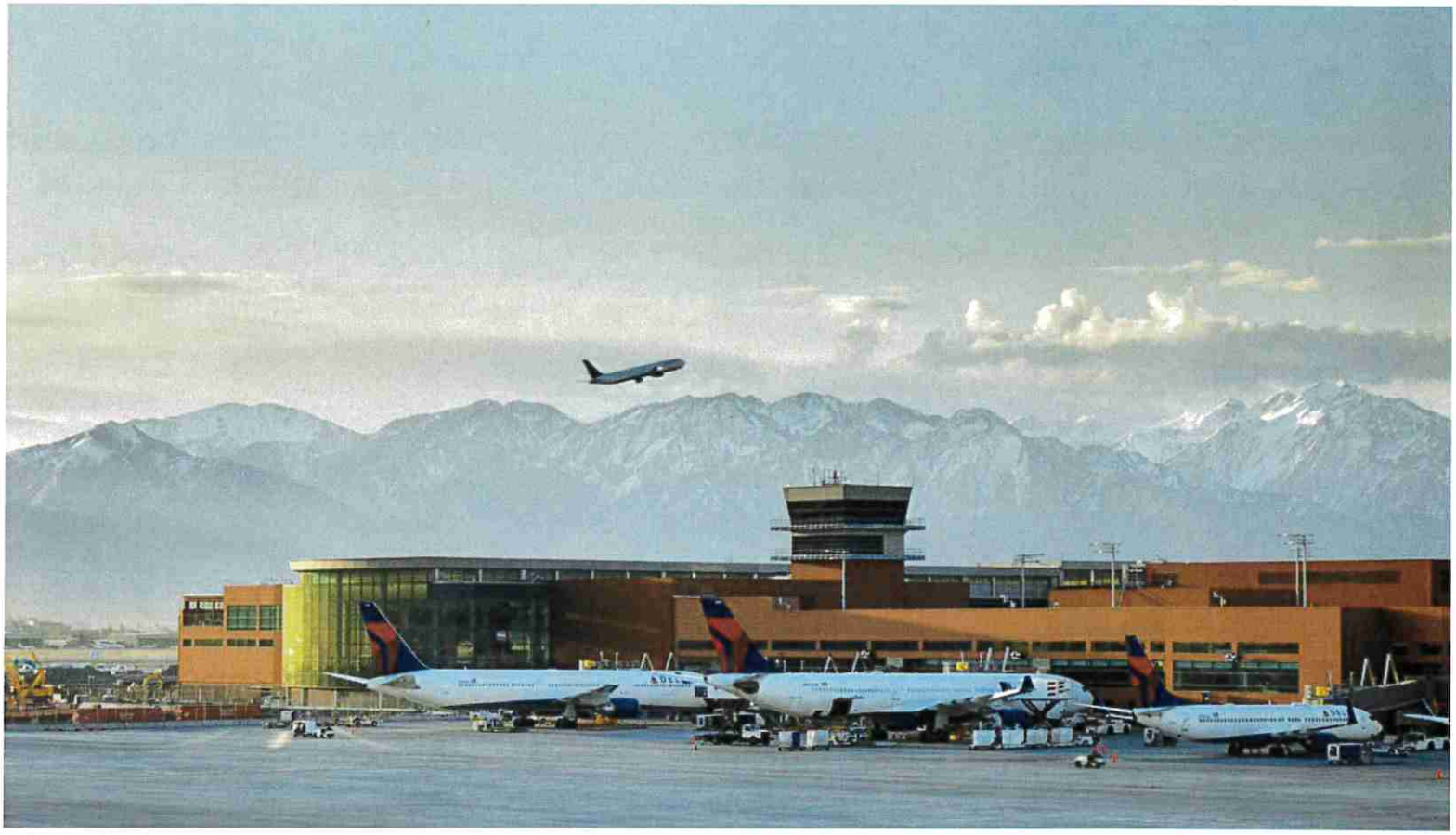

Photo: Salt Lake City International Airport

Delta and SkyWest are adding flights from Salt Lake City to Flagstaff, Santa Rosa and the Monterey Peninsula, and Moab

SALT LAKE CITY, Utah — Delta is adding a nonstop route from Salt Lake City to Flagstaff, Ariz. next year, expanding flight options for Utah travelers heading to northern Arizona.

The airline announced earlier this month that it will begin twice-daily, year-round service between Salt Lake City International Airport and Flagstaff Pullman Airport on June 7, 2027. The route is part of a series of additions to Delta's Salt Lake City schedule, including new nonstop flights to Santa Rosa, California, which began this month, and service to the Monterey Peninsula, set to launch Dec. 19.

between Salt Lake City and Canyonlands Regional Airport in Moab, operated through Delta, recently launched. The seasonal route will run through Thanksgiving before pausing for the winter and resuming in March 2027.

SkyWest has also added flights between Moab and Denver through United Express, giving travelers another option for reaching the region and connecting to destinations beyond Utah.

"Having direct access to Denver and Salt Lake City, along with the ability to connect on United's and Delta's global networks, makes it easy and convenient for local travelers to get anywhere they want to go and allows new opportunities for those who want to experience this incredible region," SkyWest Managing Director of Market Development Cody Thomas told KSL.

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Sea to Ski Property Management
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By: Sophie Higby
Contact: sophie@townlift.com

Sophie Higby is a Park City-based reporter for TownLift. A Samford University journalism graduate, she previously reported for The Samford Crimson and Bham Now in Birmingham, Alabama. She is passionate about telling meaningful stories that connect people to the

https://azdailysun.com/news/local/delta-air-lines-announces-service-between-flagstaff-and-salt-lake-city-begins-june-2027/article_43e537b2-5442-4a75-9203-4e55f7e69d50.html

ALERT | POPULAR | TOP STORY

Delta Air Lines announces service between Flagstaff and Salt Lake City begins June 2027

DAILY SUN STAFF
Oct 7, 2026



Customers line up to go through TSA screening at Flagstaff Pulliam Airport in May.

Jake Bacon, Arizona Daily Sun

You've read 1 of 2 free articles!

Two weeks after the Flagstaff Pulliam Airport announced it secured a Small Community Air Service Development Program (SCASDP) grant of $800,000 to incentivize an air carrier to provide new nonstop service, it appears one has been found.

Delta Air Lines announced Thursday it will be launching nonstop service between Flagstaff and Salt Lake City on June 7, 2027. Salt Lake City had been one of two cities, alongside Denver, referenced by Flagstaff's airport that would be the target of the SCASDP grant.

On Monday morning, the City of Flagstaff released a statement saying that it "is excited about recent announcements for additional air service to Flagstaff Pulliam Airport following the award of the Small Community Airport Service Development Program grant." However, it added that discussions are currently ongoing with air carrier partners and will share additional information once it becomes available.

According to Delta's announcement last week, the route will operate twice daily year-round. Operated by Delta Connection carrier SkyWest Airlines, which has operated Flagstaff's Phoenix and Dallas flights, the route will use a CRJ-550 featuring "a premium configuration designed to provide customers with an elevated regional travel experience" with 10 first-class, 20 comfort, and 20 main cabin seats.

Delta's website lists departures from Flagstaff at 6:10 a.m. and 11:30 a.m. on the first day of service. Flights from Salt Lake City to Flagstaff are listed at 9:30 a.m. and 8:45 p.m., with the flight time listed at 95 minutes.

Delta is Salt Lake City's largest global premium carrier, operating more flights from the airport than all other carriers combined. From Salt Lake City, Delta flies to more than 100 locations around the world.

Tags

Flagstaff Pulliam Airport | Delta Air Lines | Salt Lake City International Airport | Aviation | Airlines | Aircraft | Civil Aviation | Airliners | Jet Aircraft | Aviation Industry | Commercial Aviation | Jet Airliners | Aviation Companies | Civil Aircraft | Airlines Of The United States | Transportation Companies Of The United States | Skyteam | Airline Alliances

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FOR YOU

This Arizona airport landed a new airline carrier. Where they'll fly

By **Michael Salerno, Arizona Republic** *USA Today Network via Reuters Connect*

Updated October 9, 2026 5:20 AM Gift Article

Listen to this article

Years after losing United Airlines, Flagstaff Pulliam Airport has a new carrier.

Delta Air Lines recently announced plans to launch a new twice-daily, year-round route between Flagstaff and Salt Lake City in summer 2027.

The move gives Flagstaff travelers another option to connect with major airports, joining American Airlines' nonstop routes to Dallas and Phoenix. The route re-establishes connections with the mountain states, close to five years after United Airlines suspended a Flagstaff-Denver route.

Delta's Flagstaff-Salt Lake City route is part of a bigger investment the airline is making on expanded service out of Salt Lake City, which also includes recently announced nonstops to the California cities of Santa Rosa and Monterey. Salt Lake City's airport was recently named the least stressful in the United States.

When will Delta's Flagstaff-Salt Lake City route begin?

Delta's nonstop flights between Flagstaff and Salt Lake City will begin June 7, 2027.

Flights will be operated by Delta Connection carrier SkyWest Airlines on a Bombardier CRJ-550 regional jet, which can seat 50 passengers. Delta's CRJ-550 jets are configured with 10 first class seats, 20 premium economy seats and 20 standard economy seats.

The new route will connect more passengers with Flagstaff's "year-round outdoor recreation, vibrant historic downtown and some of the country's best stargazing," according to Delta. It also cited Flagstaff's proximity to Sedona and Grand Canyon National Park as advantages.

How much will Delta's Flagstaff-Salt Lake City flights cost?

Flights from Flagstaff to Salt Lake City start at $189 one-way on the Delta Main Classic fare, while flights from Salt Lake City to Flagstaff start at $194 one-way.

What are the major attractions in Salt Lake City?

Salt Lake City is Utah's state capital and most populous city. Popular landmarks and places of interest include Big Cottonwood Canyon in the Wasatch Mountains, the six-spired temple at Temple Square, the Natural History Museum of Utah and the nation's oldest aviary, Tracy Aviary at Liberty Park.

Salt Lake City is also home to several professional sports teams, including the NBA's Utah Jazz and the NHL's Utah Mammoth, the team that formerly played in metro Phoenix as the Arizona Coyotes.

Looking for the best things to do in Arizona? Sign up for our newsletter.

Michael Salerno is an award-winning journalist who's covered travel and tourism since 2014. His work as The Arizona Republic's consumer travel reporter aims to help readers navigate the stresses of traveling and get the best value for their money on their vacations. He can be reached at Michael.Salerno@usatodayco.com.

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This article originally appeared on Arizona Republic: This Arizona airport landed a new airline carrier. Where they'll fly

Reporting by Michael Salerno, Arizona Republic / Arizona Republic

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This story was originally published October 9, 2026 at 5:02 AM.

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SignalNews SALT LAKE CITY

LOCAL NEWS

Delta to Resume Nonstop Flights Between Salt Lake City and Lima

Delta is reinstating its nonstop flight service connecting Salt Lake City, Utah, with Lima, Peru, effective December 1.

By SignalNewsAI
LOCAL NEWS

NOV 4, 2026
1 MIN READ

Salt Lake City, UT, November 4, 2026 — Delta Air Lines announced it will reinstate nonstop flight service between Salt Lake City, Utah, and Lima, Peru.

The service is scheduled to begin on December 1.

This route connects the Salt Lake City International Airport (SLC) with Peru's capital, Lima. The reinstatement of this nonstop service aims to provide direct travel options for passengers between these two destinations.

Further details regarding the specific frequency of flights, aircraft type, and booking information were not provided in the announcement. The specific benefits or expected passenger volume for this route were also not detailed.

The airline has not specified the duration for which the service will operate or if it is a permanent reinstatement.



Advisory Board Meeting

November 18 2026

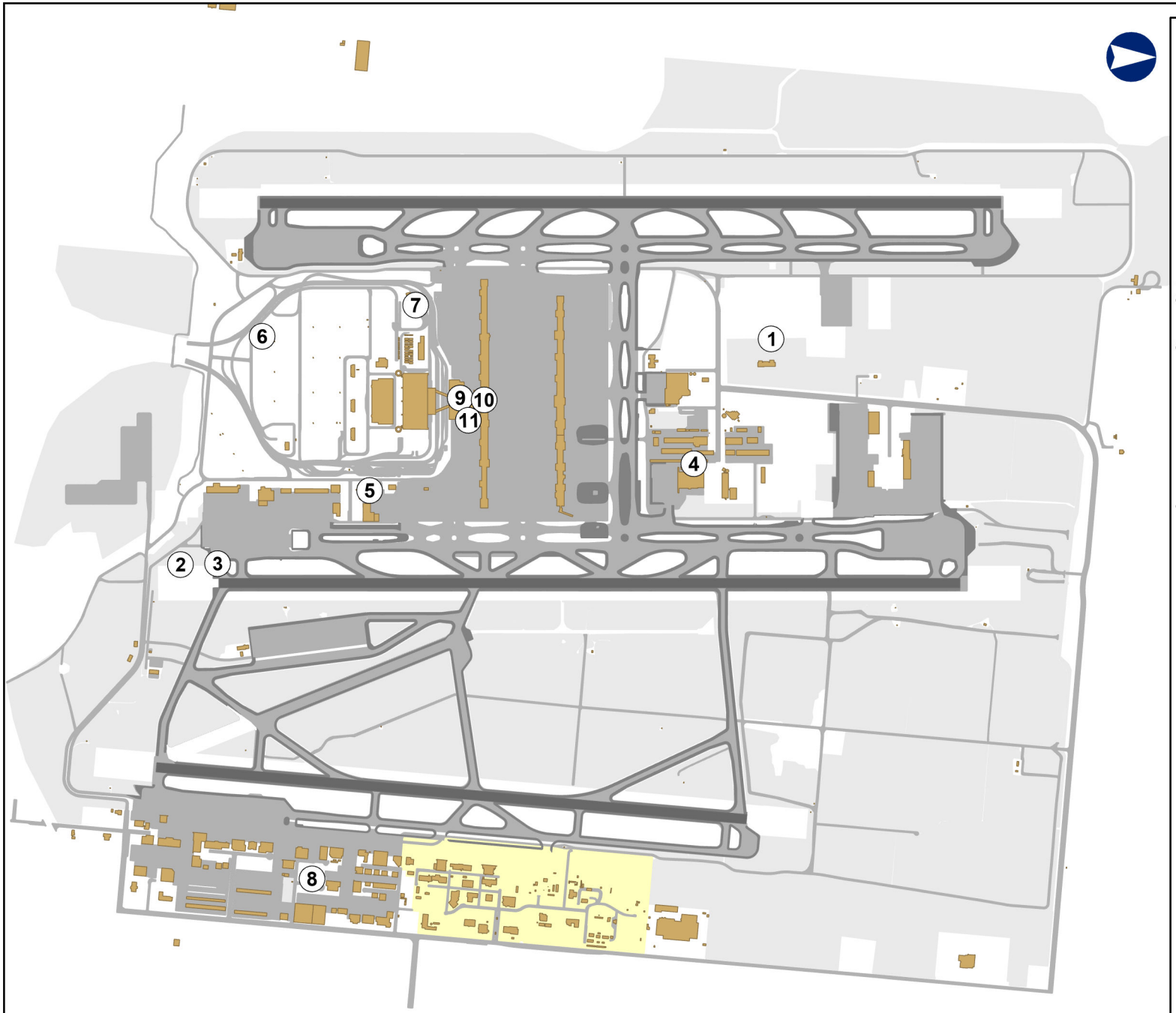
Information

CONSTRUCTION REPORT

TABLE OF CONTENTS

I. Area Map of Project Locations
II. Project Schedule
III. Construction Analysis
IV. Construction Report

SALT LAKE CITY DEPARTMENT OF AIRPORTS
November 11, 2026



SLC
DEPARTMENT OF AIRPORTS

2026 - 2027 Project Legend

Airfield

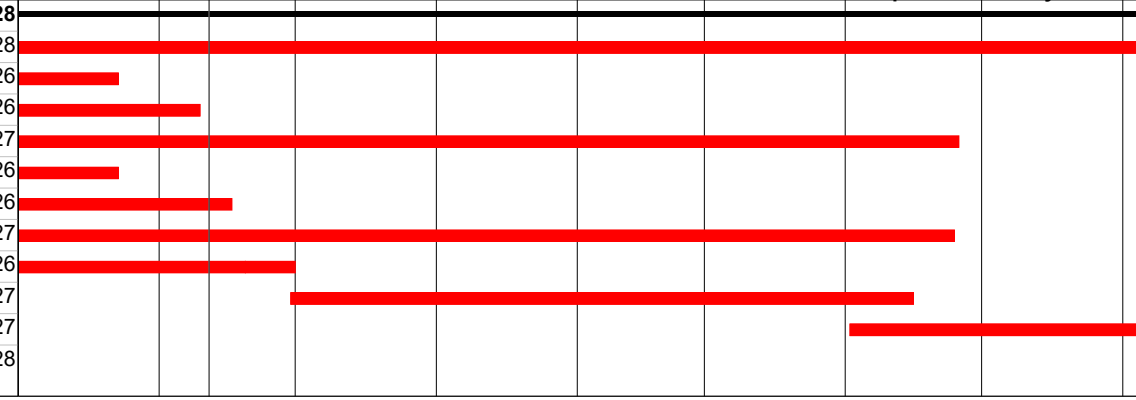
1. Taxiways U & V
2. 34R Glycol Pump Station Modifications
3. T/W H1 and End Runway 34R Rehabilitation

Landside

4. NS1 & NS4 Switch Gear & Capacitor
5. Sky Chef Building Demolition
6. Economy Parking Lot EVCS
7. PAB Electrical Equipment Upgrade
8. 2300 W. Realignment
9. Baggage Storage Office (BSO) Expansion
10. Security Checkpoint Demo and Expansion
11. Escalator and Stairs Terminal Level 1 to Level 2

SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2026/2027 Construction Schedule

ID	Task Name	Start	Finish
1	**Project Title**	**Fri 8/1/25**	**Fri 9/29/28**
2	(1) Taxiways U & V	Fri 8/1/25	Fri 9/29/28
3	(2) 34R Glycol Pump Station Modifications	Tue 9/8/26	Thu 10/22/26
4	(3) T/W H1 & End Runway 34R Rehabilitation	Tue 9/8/26	Mon 11/9/26
5	(4) NS1 & NS4 Switch Gear & Capacitor	Mon 11/24/25	Sun 4/25/27
6	(5) SkyChef Building Demolition	Tue 4/7/26	Thu 10/22/26
7	(6) Economy Parking Lot EVCS	Thu 3/26/26	Mon 11/16/26
8	(7) PAB Electrical Equipment Upgrade	Thu 3/19/26	Sat 4/24/27
9	(8) 2300 West Realignment	Mon 5/18/26	Mon 11/30/26
10	(9) Baggage Storage Office (BSO) Expansion	Mon 11/30/26	Thu 4/15/27
11	(10) Security Checkpoint Demo and Expansion	Fri 4/2/27	Mon 11/1/27
12	(11) Escalator and Stairs Terminal Level 1 to Level 2	Wed 9/1/27	Thu 6/1/28



Project: Microsoft Project (latest)
Date: Thu 11/12/26

CONSTRUCTION

SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2026 - 2027

#	PROJECT NAME	ENGINEER'S ESTIMATE	BID AMOUNT	APPROVED CHANGE ORDERS TO DATE	% OF COST INCREASE TO DATE	STATUS	CONTRACTOR
	CONSTRUCTION						
1	Taxiways U & V	$ 179,781,054	$ 154,284,395	$ 2,027,975	1.31%	on schedule	Ames Construction
2	34R Glycol Pump Station Modifications	$ 270,000	$ 195,000			complete	Industrial Piping & Welding, LLC
3	T/W H1 & End Runway 34R Rehabilitation	$ 3,842,240	$ 3,793,074			complete	Acme Construction
4	NS1 & NS4 Switch Gear & Capacitor	$ 1,827,087	$ 1,204,145	$ 23,292	1.93%	on schedule	CTI Electrical
5	SkyChef Building Demolition	$ 1,347,310	$ 656,652	$ 55,418	8.44%	complete	Squires Construction
6	Economy Parking Lot EVCS	$ 211,945	$ 200,500	$ 34,661	17.29%	on schedule	All-Tech Electric
7	PAB Electrical Equipment Upgrade	$ 217,099	$ 450,100	$ (1,700)	-0.38%	on schedule	All-Tech Electric
8	2300 West Realignment	$ 687,010	$ 1,176,396	$ 119,450	10.15%	on schedule	RC Enterprise
9	Baggage Storage Office (BSO) Expansion	$ 3,156,723	$ 2,091,350			award	Forge Contractors
10	Security Checkpoint Demo and Expansion	$ 5,631,988	$ 5,686,320			award	Forge Contractors
11	Escalator and Stairs Terminal Level 1 to Level 2	$ 5,734,208	$ 2,889,400			award	Forge Contractors
	Total	**$ 202,706,664**	**$ 172,627,331**	**$ 2,259,097**	**1.31%**		
	Engineer's estimate and Bid amount is based on construction cost only.						

CONSTRUCTION REPORT

(1) **Taxiways U & V** - Construction continues with utility relocations, earthwork, concrete paving, and tunnel structure work. Progress continues at the West VSR, while concrete paving, storm drain, utility, and airfield electrical work advance along Taxiway V and 4000 West. Major paving at the 4000 West roundabout is complete, with remaining roadway improvements underway. East VSR demolition and utility coordination are progressing in preparation for tunnel excavation. Substantial completion remains on target for September 29, 2028.

(2) **34R Glycol Pump Station Modifications** - The Contractor was granted Substantial Completion on October 22. Project close-out is underway.

(3) **Taxiway H1 & End Runway 34R Rehabilitation** - The Contractor obtained Substantial Completion on November 9, ahead of the planned November 15 contract date. The runway is now open for full operational use. Minor punch-list items will be completed during scheduled night closures in the coming weeks.

(4) **NS1 & NS4 Switch Gear & Capacitor** - Construction is currently approximately 45% complete. The Contractor has finished the underground work and asphalt patched back. The impacted vehicle drive lanes have been re-opened. Equipment yard excavation remains open pending delivery of new electrical gear; the new vault has been delivered and set. Substantial Completion is anticipated by April 25, 2027.

(5) **SkyChef Building Demolition** - Substantial Completion for this project was achieved on October 22. Project close-out is currently underway.

(6) **Economy Parking Lot EVCS -** Chargers are bagged until RMP energizes the system. A final punch walk will be scheduled once RMP completes their work, and Substantial Completion will follow; anticipated in mid-November.

(7) **PAB Electrical Equipment Upgrade -** Preliminary work is underway with the first power shut-down scheduled for 12:01 a.m. on November 9 to tie in the UPS. The project will then be on standby pending delivery of equipment, with the shipment date for the generator scheduled December 8 and the automatic transfer switch (ATS) scheduled for December 22. Substantial Completion is anticipated by April 24, 2027.

(8) **2300 West Realignment** - Construction continues with roadway, storm drain, and remaining utility work. The waterline work is complete, and the Contractor is working to complete remaining activities. Utility conflicts have affected the schedule, but the project is still expected to reach Substantial Completion by November 30. Contract adjustments related to the additional work and schedule changes are being finalized.

(9) **Baggage Storage Office (BSO) Expansion -** The bid opening for this project was held on August 27, 2026. The apparent low bidder is Forge Contractors. Contact documents are currently being executed. A Construction Notice to Proceed is scheduled for November 30, 2026, with Substantial Completion anticipated for April 15, 2027.

(10) **Security Checkpoint Demo & Expansion -** The bid opening for this project was held on August 27, 2026. The apparent low bidder is Forge Contractors. Contact documents are currently being executed. A Construction Notice to Proceed is scheduled for April 2, 2027, with Substantial Completion anticipated for November 1, 2027.

(11) **Escalator & Stairs Terminal Level 1 to Level 2 -** The bid opening for this project was held on August 27, 2026. The apparent low bidder is Forge Contractors. Contact documents are currently being executed. A Construction Notice to Proceed is scheduled for September 1, 2027, with Substantial Completion anticipated for June 1, 2028.

SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
THREE MONTHS ENDED SEPTEMBER 2026

	September 2025	September 2026	CHANGE	Fiscal Year to date 2025	Fiscal Year to date 2026	CHANGE
PASSENGERS						
DOMESTIC						
Enplaned - Local	763,896	751,246	-1.66%	2,412,915	2,387,773	-1.04%
Enplaned - Connections	375,759	387,470	3.12%	1,226,442	1,265,097	3.15%
Less International	-59,522	-63,395		-192,807	-202,437	
Enplaned	1,080,133	1,075,321	-0.45%	3,446,550	3,450,433	0.11%
Deplaned - Local	790,438	777,239	-1.67%	2,488,793	2,465,796	-0.92%
Deplaned - Connection	375,759	387,470	3.12%	1,226,442	1,265,097	3.15%
Less International	-56,875	-56,845		-200,304	-197,060	
Deplaned	1,109,322	1,107,864	-0.13%	3,514,931	3,533,833	0.54%
TOTAL DOMESTIC	2,189,455	2,183,185	-0.29%	6,961,481	6,984,266	0.33%
INTERNATIONAL						
Enplaned	59,522	63,395	6.51%	192,807	202,437	4.99%
Deplaned	56,875	56,845	-0.05%	200,304	197,060	-1.62%
TOTAL INTERNATIONAL	116,397	120,240	3.30%	393,111	399,497	1.62%
TOTAL PASSENGERS	**2,305,852**	**2,303,425**	**-0.11%**	**7,354,592**	**7,383,763**	**0.40%**
LANDED WEIGHT						
Air Carriers	1,302,102,978	1,288,860,453	-1.02%	4,127,869,621	4,106,689,494	-0.51%
Cargo Carriers	68,555,668	72,603,641	5.90%	220,106,936	212,500,258	-3.46%
TOTAL LANDED WEIGHT (LBS)	**1,370,658,646**	**1,361,464,094**	**-0.67%**	**4,347,976,557**	**4,319,189,752**	**-0.66%**
MAIL						
Enplaned	3,159,361	2,792,205	-11.62%	10,374,342	8,186,019	-21.09%
Deplaned	1,319,376	1,094,613	-17.04%	4,221,984	3,321,615	-21.33%
TOTAL MAIL (LBS)	**4,478,737**	**3,886,818**	**-13.22%**	**14,596,326**	**11,507,634**	**-21.16%**
CARGO						
Enplaned	11,245,645	11,988,608	6.61%	34,859,310	34,897,818	0.11%
Deplaned	12,924,820	14,631,883	13.21%	40,328,661	43,409,759	7.64%
TOTAL CARGO (LBS)	**24,170,465**	**26,620,491**	**10.14%**	**75,187,971**	**78,307,577**	**4.15%**
MAIL & CARGO						
Enplaned	5,623	5,994	6.60%	17,430	17,449	0.11%
Deplaned	6,462	7,316	13.22%	20,164	21,705	7.64%
TOTAL MAIL & CARGO (TONS)	**12,085**	**13,310**	**10.14%**	**37,594**	**39,154**	**4.15%**
AIRCRAFT OPERATIONS						
Passenger Aircraft	20,618	20,558	-0.29%	65,538	65,634	0.15%
All-Cargo Aircraft	930	980	5.38%	2,922	2,958	1.23%
General Aviation	5,028	4,307	-14.34%	15,608	14,702	-5.80%
Military	204	293	43.63%	697	710	1.87%
TOTAL AIRCRAFT OPERATIONS	**26,780**	**26,138**	**-2.40%**	**84,765**	**84,004**	**-0.90%**

SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
THREE MONTHS ENDED SEPTEMBER 2026

	September 2025	September 2026	% CHANGE	Fiscal YTD 2025	Fiscal YTD 2026	% CHANGE
ENPLANED PASSENGERS						
AEROMEXICO	3,391	2,842	-16.2%	11,784	10,768	-8.6%
AIR CANADA	1,180	-	-100.0%	3,675	327	-91.1%
ALASKA	16,040	17,256	7.6%	55,103	71,023	28.9%
Horizon Air / Alaska	5,573	-	-100.0%	7,886	2,377	-69.9%
Skywest / Alaska	5,909	13,334	125.7%	29,731	41,985	41.2%
AMERICAN	47,282	57,091	20.7%	169,801	184,266	8.5%
Envoy Air	1,754	536	-69.4%	4,614	2,563	-44.5%
American/Mesa Air	-	-	0.0%	-	-	0.0%
SkyWest (American)	4,199	5,704	35.8%	12,756	16,263	27.5%
AVELO	-	-	0.0%	-	-	0.0%
DELTA	653,738	672,112	2.8%	2,084,654	2,134,971	2.4%
SkyWest (Delta Connection)	151,302	149,232	-1.4%	489,520	485,144	-0.9%
FRONTIER	42,212	33,999	-19.5%	116,307	106,606	-8.3%
HAWAIIAN	4,546	-	-100.0%	14,566	-	-100.0%
JETBLUE	4,959	4,474	-9.8%	20,392	17,854	-12.4%
KLM ROYAL DUTCH AIRLINES	4,474	4,778	6.8%	14,029	14,128	0.7%
SOUTHWEST	114,598	108,157	-5.6%	355,885	340,980	-4.2%
SPIRIT	8,158	-	-100.0%	21,151	-	-100.0%
SUN COUNTRY	1,284	556	-56.7%	7,925	7,119	-10.2%
UNITED	51,592	51,098	-1.0%	164,415	160,172	-2.6%
Mesa Airlines (United Express)	389	1,644	322.6%	3,058	5,863	91.7%
SkyWest (United Express)	15,904	13,239	-16.8%	48,555	41,977	-13.5%
Volaris	-	1,719	100.0%	-	5,837	100.0%
WestJet	890	759	-14.7%	3,108	2,456	-21.0%
Charters	281	186	-33.8%	442	191	-56.8%
West Coast Charters		0	0.0%		0	0.0%
TOTAL ENPLANED PASSENGERS	**1,139,655**	**1,138,716**	**-0.1%**	**3,639,357**	**3,652,870**	**0.4%**
AeroMexico	4,836	4,113	-15.0%	19,016	18,631	-2.0%
AIR CANADA	1,026	-	-100.0%	4,026	255	-93.7%
ALASKA AIR	17,698	18,192	2.8%	58,665	73,955	26.1%
Horizon Air / Alaska	5,798	-	-100.0%	8,057	2,563	-68.2%
Skywest / Alaska	6,141	13,479	119.5%	29,564	41,424	40.1%
AMERICAN	47,780	59,502	24.5%	171,274	189,071	10.4%
Envoy Air (American)	1,744	565	-67.6%	4,659	2,767	-40.6%
Mesa Air	-	-	0.0%	-	-	0.0%
SkyWest (American)	4,216	5,914	40.3%	12,205	16,768	37.4%
AVELO	-	-	0.0%	-	-	0.0%
DELTA	673,494	686,056	1.9%	2,151,268	2,188,281	1.7%
SkyWest (Delta Connection)	150,551	151,667	0.7%	494,068	493,002	-0.2%
FRONTIER	45,195	35,136	-22.3%	121,467	105,622	-13.0%
HAWAIIAN	4,609	-	-100.0%	11,043	-	-100.0%
JETBLUE	5,031	4,826	-4.1%	21,180	19,052	-10.0%
KLM ROYAL DUTCH AIRLINES	4,489	4,774	6.3%	14,611	14,482	-0.9%
SOUTHWEST	114,394	111,002	-3.0%	349,678	345,320	-1.2%
SPIRIT	7,754	-	-100.0%	20,961	-	-100.0%
SUN COUNTRY	2,784	558	-80.0%	9,523	6,769	-28.9%
UNITED	51,254	49,902	-2.6%	158,438	154,816	-2.3%
Mesa Airlines / United Express	443	1,882	324.8%	3,371	6,297	86.8%
SkyWest (United Express)	15,882	14,227	-10.4%	49,000	42,520	-13.2%
Volaris	-	1,935	100.0%	-	6,503	100.0%
WestJet	797	836	4.9%	2,761	2,652	-3.9%
Charters	281	143	-49.1%	400	143	-64.3%
West Coast Charters			0.0%			0.0%
TOTAL DEPLANED PASSENGERS	**1,166,197**	**1,164,709**	**-0.1%**	**3,715,235**	**3,730,893**	**0.4%**
TOTAL PASSENGERS*	**2,305,852**	**2,303,425**	**-0.1%**	**7,354,592**	**7,383,763**	**0.4%**
INTERNATIONAL - ENPLANED						
AEROMEXICO	3,391	2,842	-16.2%	11,784	10,768	-8.6%
AIR CANADA	1,180	-	-100.0%	3,675	327	-91.1%
DELTA	42,233	47,284	12.0%	132,917	147,116	10.7%
SkyWest (Delta Connection)	7,354	6,013	-18.2%	27,294	21,805	-20.1%
KLM ROYAL DUTCH AIRLINES	4,474	4,778	6.8%	14,029	14,128	0.7%
Volaris	-	1,719	100.0%	-	5,837	100.0%
WESTJET	890	759	-14.7%	3,108	2,456	-21.0%
Charters	-	-	0.0%	-	-	0.0%
TOTAL ENPLANED INTERNATIONAL	**59,522**	**63,395**	**6.5%**	**192,807**	**202,437**	**5.0%**
AEROMEXICO	4,836	4,113	-15.0%	19,016	18,631	-2.0%
AIR CANADA	1,026	-	-100.0%	4,026	255	-93.7%
DELTA	39,832	39,065	-1.9%	133,764	131,942	-1.4%
SkyWest (Delta Connection)	5,895	6,122	3.9%	26,126	22,595	-13.5%
KLM ROYAL DUTCH AIRLINES	4,489	4,774	6.3%	14,611	14,482	-0.9%
Volaris	-	1,935	100.0%	-	6,503	100.0%
WESTJET	797	836	4.9%	2,761	2,652	-3.9%
Charters	-	-	0.0%	-	-	0.0%
TOTAL DEPLANED INTERNATIONAL	**56,875**	**56,845**	**-0.1%**	**200,304**	**197,060**	**-1.6%**
TOTAL INTERNATIONAL PASSENGERS	**116,397**	**120,240**	**3.3%**	**393,111**	**399,497**	**1.6%**

*Includes International

SALT LAKE CITY INTERNATIONAL AIRPORT
THREE MONTHS ENDED SEPTEMBER 2026
Based on Total Enplanements

MARKET SHARE

	September 2025	MARKET SHARE	September 2026	MARKET SHARE	Fiscal YTD 2025	MARKET SHARE	Fiscal YTD 2026	MARKET SHARE
AEROMEXICO	3,391	0.30%	2,842	0.25%	11,784	0.32%	10,768	0.29%
AIR CANADA	1,180	0.10%	-	0.00%	3,675	0.10%	327	0.01%
ALASKA	27,522	2.41%	30,590	2.69%	92,720	2.55%	115,385	3.16%
AMERICAN	53,235	4.67%	63,331	5.56%	187,171	5.14%	203,092	5.56%
AVELO	-	0.00%	-	0.00%	-	0.00%	-	0.00%
DELTA	805,040	70.64%	821,344	72.13%	2,574,174	70.73%	2,620,115	71.73%
FRONTIER	42,212	3.70%	33,999	2.99%	116,307	3.20%	106,606	2.92%
HAWAIIAN	4,546	0.40%	-	0.00%	14,566	0.40%	-	0.00%
JETBLUE	4,959	0.44%	4,474	0.39%	20,392	0.56%	17,854	0.49%
KLM ROYAL DUTCH	4,474	0.39%	4,778	0.42%	14,029	0.39%	14,128	0.39%
SOUTHWEST	114,598	10.06%	108,157	9.50%	355,885	9.78%	340,980	9.33%
SPIRIT	8,158	0.72%	-	0.00%	21,151	0.58%	-	0.00%
SUN COUNTRY	1,284	0.11%	556	0.05%	7,925	0.22%	7,119	0.19%
UNITED	67,885	5.96%	65,981	5.79%	216,028	5.94%	208,012	5.69%
VOLARIS	-	0.00%	1,719	0.15%	-	0.00%	5,837	0.16%
WESTJET	890	0.08%	759	0.07%	3,108	0.09%	2,456	0.07%
Charters	281	0.02%	186	0.02%	442	0.01%	191	0.01%
TOTAL ENPLANEMENTS	**1,139,655**	**100%**	**1,138,716**	**100%**	**3,639,357**	**100%**	**3,652,870**	**100%**

PERCENT CHANGE YOY

	September 2025	September 2026	PERCENT CHANGE	Fiscal YTD 2025	Fiscal YTD 2026	PERCENT CHANGE
AEROMEXICO	3,391	2,842	-16.19%	11,784	10,768	-8.62%
AIR CANADA	1,180	-	-100.00%	3,675	327	-91.10%
ALASKA	27,522	30,590	11.15%	92,720	115,385	24.44%
AMERICAN	53,235	63,331	18.96%	187,171	203,092	8.51%
DELTA	805,040	821,344	2.03%	2,574,174	2,620,115	1.78%
FRONTIER	42,212	33,999	-19.46%	116,307	106,606	-8.34%
HAWAIIAN	4,546	-	100.00%	14,566	-	100.00%
JETBLUE	4,959	4,474	-9.78%	20,392	17,854	-12.45%
KLM ROYAL DUTCH	4,474	4,778	0.00%	14,029	14,128	0.00%
SOUTHWEST	114,598	108,157	-5.62%	355,885	340,980	-4.19%
SPIRIT	8,158	-	-100.00%	21,151	-	-100.00%
SUN COUNTRY	1,284	556	-56.70%	7,925	7,119	-10.17%
UNITED	67,885	65,981	-2.80%	216,028	208,012	-3.71%
VOLARIS	-	1,719	100.00%	-	5,837	10.00%
WESTJET	890	759	100.00%	3,108	2,456	100.00%
Charters	281	186	-33.81%	442	191	-56.79%
TOTAL ENPLANEMENTS	**1,139,655**	**1,138,716**	**-0.1%**	**3,639,357**	**3,652,870**	**0.4%**

SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
THREE MONTHS ENDED SEPTEMBER 2026

	September 2025	September 2026	CHANGE	Fiscal YTD 2025	Fiscal YTD 2026	CHANGE
TOTAL NUMBER OF LANDINGS						
SCHEDULED CARRIERS						
AEROMEXICO	21	20	-4.8%	80	78	-2.5%
AIR CANADA	13	-	-100.0%	40	3	-92.5%
ALASKA	136	123	-9.6%	410	509	24.1%
Horizon Air / Alaska	86	-	-100.0%	120	40	-66.7%
Skywest / Alaska	95	209	120.0%	434	644	48.4%
AMERICAN	285	379	33.0%	1,053	1,187	12.7%
Mesa Air (American)	-	-	0.0%	-	-	0.0%
Envoy Air (American)	24	10	-58.3%	64	39	-39.1%
SkyWest (American)	64	39	-39.1%	217	135	-37.8%
AVELO	-	-	0.0%	-	-	0.0%
DELTA	4,648	4,752	2.2%	14,609	14,861	1.7%
SkyWest (Delta Connection)	2,599	2,577	-0.8%	8,336	8,283	-0.6%
FRONTIER	259	221	-14.7%	686	720	5.0%
HAWAIIAN	31	-	-100.0%	93	-	-100.0%
JETBLUE	33	40	21.2%	146	150	2.7%
KLM ROYAL DUTCH AIRLINES	12	12	0.0%	39	38	-2.6%
SOUTHWEST	905	853	-5.7%	2,883	2,728	-5.4%
SPIRIT	63	-	-100.0%	194	-	-100.0%
SUN COUNTRY	12	15	25.0%	69	73	5.8%
UNITED	379	359	-5.3%	1,182	1,124	-4.9%
Mesa / United Express	6	27	350.0%	48	92	91.7%
SkyWest (United Express)	249	213	-14.5%	775	656	-15.4%
VOLARIS	-	13	100.0%	-	40	100.0%
WESTJET	9	7	-22.2%	26	20	-23.1%
SUBTOTAL SCHEDULED CARRIERS:	**9,929**	**9,869**	**-0.6%**	**31,504**	**31,420**	**-0.3%**
CHARTER CARRIERS						
AIR WISCONSIN			0.0%			0.0%
ALLEGIANT AIR	3	2	-33.3%	5	2	-60.0%
AVELO	5			13		
BOMBARDIER BUSINESS JETS	165	185	12.1%	562	656	16.7%
BOUTIQUE AIR	-	-	0.0%	-	-	0.0%
DELTA PRIVATE JETS	-	-	0.0%	-	-	0.0%
EXECUTIVE JET MANAGEMENT	-	-	0.0%	-	-	0.0%
FLIGHT OPTIONS	-	-	0.0%	-	-	0.0%
KALITTA CHARTERS	2	-	-100.0%	5	3	-40.0%
KEYLIME AIR	-	-	0.0%	-	-	0.0%
NETJETS	205	223	8.8%	679	736	8.4%
SIERRA PACIFIC AIRLINES	-	-	0.0%	1	-	-100.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%
SUN COUNTRY	-	-	0.0%	-	-	0.0%
XOJET	-	-	0.0%	-	-	0.0%
OTHER CHARTER	-	-	0.0%		-	0.0%
SUBTOTAL CHARTER CARRIERS:	**380**	**410**	**7.9%**	**1,265**	**1,397**	**10.4%**
CARGO CARRIERS						
21 AIR LLC	21	22	4.8%	64	66	3.1%
ABX AIR INC	-	-	0.0%	-	-	0.0%
AIRNET 11 LLC	6	5	-16.7%	21	15	-28.6%
ALPINE AVIATION	161	186	15.5%	491	567	15.5%
AMERIFLIGHT	-	1	100.0%	-	2	100.0%
AMERIJET INTERTIONAL	-	-	0.0%	-	-	0.0%
CORPORATE AIR (BILLINGS)	46	31	-32.6%	141	99	-29.8%
EMPIRE	16	17	6.3%	52	51	-1.9%
FEDERAL EXPRESS	79	83	5.1%	249	250	0.4%
GEM AIR	29	28	-3.4%	89	88	-1.1%
GLOBAL CROSSING AIRLINES	-	-	0.0%	-	-	0.0%
NORTHERN AIR CARGO	-	-	0.0%	-	-	0.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%
UPS	107	117	9.3%	353	341	-3.4%
WESTERN AIR EXPRESS	-	-	0.0%	-	-	0.0%
OTHER CARGO	-		0.0%	1		-100.0%
SUBTOTAL CARGO CARRIERS:	**465**	**490**	5.4%	**1,461**	**1,479**	**1.2%**
TOTAL LANDINGS	**10,774**	**10,769**	**0.0%**	**34,230**	**34,296**	**0.2%**
TOTAL LANDED WEIGHT						
SCHEDULED CARRIERS						
AEROMEXICO	3,150,000	3,003,000	-4.7%	11,464,798	11,703,000	2.1%
AIR CANADA	2,002,000	-	-100.0%	6,160,000	403,500	-93.4%
ALASKA	20,478,200	18,847,100	-8.0%	62,954,900	77,589,300	23.2%
Horizon Air / Alaska	6,446,302	-	-100.0%	8,994,840	2,998,280	-66.7%
Skywest / Alaska	7,120,915	15,666,013	120.0%	32,531,338	48,272,308	48.4%
AMERICAN	46,748,786	59,615,676	27.5%	172,187,382	188,816,362	9.7%
Envoy Air (American)	1,798,800	749,500	-58.3%	4,796,800	2,923,050	-39.1%

SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
THREE MONTHS ENDED SEPTEMBER 2026

	September 2025	September 2026	CHANGE	Fiscal YTD 2025	Fiscal YTD 2026	CHANGE
American/Mesa Air		-	0.0%	-	-	0.0%
SkyWest (American)	4,757,050	2,808,000	-41.0%	15,707,650	9,749,200	-37.9%
AVELO		-	0.0%	-	-	0.0%
DELTA	737,171,737	742,092,492	0.7%	2,314,716,168	2,332,060,695	0.7%
SkyWest (Delta Connection)	189,830,737	187,480,334	-1.2%	610,260,816	601,549,559	-1.4%
FRONTIER	41,022,845	35,962,818	-12.3%	110,110,261	114,411,949	3.9%
HAWAIIAN	5,412,786	-	-100.0%	16,238,358	-	-100.0%
JETBLUE	4,696,519	5,234,719	11.5%	20,121,338	19,497,825	-3.1%
KLM ROYAL DUTCH AIRLINES	5,638,392	5,593,404	-0.8%	18,507,059	17,809,920	-3.8%
SOUTHWEST	127,204,900	123,972,000	-2.5%	406,210,600	396,994,200	-2.3%
SPIRIT	9,391,205	-	-100.0%	30,410,452	-	-100.0%
SUN COUNTRY	1,755,600	2,194,500	25.0%	10,086,600	10,679,900	5.9%
UNITED	54,789,200	52,554,100	-4.1%	171,816,300	164,028,700	-4.5%
Mesa / United Express	449,700	2,023,650	350.0%	3,597,600	6,895,400	91.7%
Republic Airways Holdings		-	0.0%	-	-	0.0%
SkyWest (United Express)	18,196,357	15,684,921	-13.8%	56,343,587	48,451,818	-14.0%
VOLARIS		1,922,435	100.0%	-	5,928,245	100.0%
WESTJET	1,231,200	945,100	-23.2%	3,581,500	2,624,700	-26.7%
SUBTOTAL SCHEDULED CARRIERS:	**1,289,293,231**	**1,276,349,762**	**-1.0%**	**4,086,798,347**	**4,063,387,911**	**-0.6%**
CHARTER CARRIERS						
AIR WISCONSIN	0		0.0%	0		0.0%
ALLEGIANT AIR	425,491	283,293	-33.4%	716,501	283,293	-60.5%
AMERISTAR	-	-	0.0%	-	-	0.0%
AVELO	640,000			1,664,000		
BOEING COMMERCIAL AIRPLANE	-	-	0.0%	-	-	0.0%
BOMBARDIER	5,695,862	5,634,555	-1.1%	18,689,172	20,277,764	8.5%
BOUTIQUE AIR	-	-	0.0%	-	-	0.0%
DELTA PRIVATE JETS	-	-	0.0%	-	-	0.0%
EXECUTIVE JET MANAGEMENT	-	-	0.0%	-	-	0.0%
FLIGHT OPTIONS	-	-	0.0%	-	-	0.0%
GLOBAL CROSSING			0.0%			0.0%
KALITTA CHARTERS	31,300		-100.0%	77,200	49,800	-35.5%
KEYLIME AIR		-	0.0%		-	0.0%
MIAMI AIR	-	-	0.0%	-	-	0.0%
NETJETS	6,017,094	6,592,843	9.6%	19,787,081	22,690,726	14.7%
SIERRA PACIFIC		-	0.0%	110,000	-	-100.0%
SUN COUNTRY	-	-	0.0%	-	-	0.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%
VIRGIN AMERICA	-	-	0.0%	-	-	0.0%
XOJET		-	0.0%		-	0.0%
OTHER CHARTER			0.0%			0.0%
SUBTOTAL CHARTER CARRIERS:	**12,809,747**	**12,510,691**	**-2.3%**	**41,043,954**	**43,301,583**	**5.5%**
CARGO CARRIERS						
21 AIR LLC	6,695,000	7,172,000	7.1%	20,562,000	21,052,000	2.4%
ABX AIR INC	-	-	0.0%	-	-	0.0%
AIRNET 11	93,200	77,200	-17.2%	325,500	231,600	-28.8%
ALPINE AVIATION	2,350,700	2,984,200	26.9%	7,140,400	8,590,800	20.3%
AMERIFLIGHT	-	15,500	100.0%	-	44,000	100.0%
AMERIJET INTERNATIONAL	-	-	0.0%	-	-	0.0%
AMERISTAR	-	-	0.0%	-	-	0.0%
ATLAS AIR	-	-	0.0%	-	-	0.0%
CORPORATE AIR (BILLINGS)	552,600	475,600	-13.9%	1,713,600	1,457,600	-14.9%
EMPIRE	788,368	837,641	6.3%	2,562,196	2,510,718	-2.0%
FEDEX EXPRESS	25,475,600	26,807,100	5.2%	80,269,200	77,764,500	-3.1%
GEM AIR	237,700	238,000	0.1%	747,700	748,000	0.0%
GLOBAL CROSSING AIRLINES	-		0.0%			0.0%
KALITTA AIR LLC	-	-	0.0%	27,320	-	-100.0%
NORTHERN AIR CARGO	-	-	0.0%	-	-	0.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%
UPS	32,362,500	33,996,400	5.0%	106,786,340	100,101,040	-6.3%
WESTERN AIR EXPRESS	-	-	0.0%	-	-	0.0%
OTHER CARGO	-	-	0.0%	-	-	0.0%
SUBTOTAL CARGO CARRIERS:	**68,555,668**	**72,603,641**	**5.9%**	**220,134,256**	**212,500,258**	**-3.5%**
TOTAL LANDED WEIGHT	**1,370,658,646**	**1,361,464,094**	**-0.7%**	**4,347,976,557**	**4,319,189,752**	**-0.7%**

SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
THREE MONTHS ENDED SEPTEMBER 2026

	September 2025	September 2026	CHANGE	Fiscal YTD 2025	Fiscal YTD 2026	CHANGE
ENPLANED CARGO						
PASSENGER CARRIERS						
AIR CANADA	-	-	0.00%	-	-	0.00%
ALASKA	11,816	40,467	242.48%	46,239	64,707	39.94%
Horizon Air / Alaska	1,440	-	-100.00%	1,954	1,775	-9.16%
Skywest / Alaska	1,674	2,953	76.40%	21,458	5,902	-72.50%
AMERICAN	7,878	8,319	5.60%	25,454	23,314	-8.41%
American Eagle/Republic	-	-	0.00%	-	-	0.00%
Envoy Air (American)		-	0.00%	225	-	-100.00%
Mesa	-	-	0.00%	-	-	0.00%
SkyWest (American)	1,078	327	-69.67%	2,051	1,535	-25.16%
DELTA	1,039,373	1,229,847	18.33%	3,053,430	3,223,481	5.57%
FRONTIER	-	-	0.00%	-	-	0.00%
KLM ROYAL DUTCH	129,967	141,768	9.08%	436,434	669,660	53.44%
SOUTHWEST	252,329	222,191	-11.94%	787,861	648,660	-17.67%
UNITED	20,827	11,747	-43.60%	61,544	40,418	-34.33%
Others	-	-	0.00%	-	-	0.00%
CARGO CARRIERS						
21 AIR LLC	629,913	657,030	4.30%	2,006,793	1,937,152	-3.47%
FEDEX EXPRESS*	5,165,421	5,209,827	0.86%	15,834,524	15,571,445	-1.66%
GEM AIR	25,202	26,619	5.62%	56,941	65,295	14.67%
GLOBAL CROSSING	-	-	0.00%	-	-	0.00%
SWIFT AIR	-	-	0.00%	-	-	0.00%
UPS	3,455,350	3,849,020	11.39%	11,160,746	11,169,505	0.08%
MISC CARGO	503,377	588,493	16.91%	1,363,656	1,474,969	8.16%
TOTAL ENPLANED CARGO (LBS)	**11,245,645**	**11,988,608**	**6.61%**	**34,859,310**	**34,897,818**	**0.11%**
DEPLANED CARGO						
PASSENGER CARRIERS						
AIR CANADA	-	-	0.00%	-	-	0.00%
ALASKA	47,799	11,650	-75.63%	115,276	89,688	-22.20%
Horizon Air / Alaska	2,491	-	-100.00%	3,165	1,558	-50.77%
Skywest / Alaska	1,787	9,290	419.87%	21,534	19,398	-9.92%
AMERICAN	19,316	19,301	-0.08%	84,403	133,322	57.96%
American Eagle/Republic	-	-	0.00%	-	-	0.00%
Envoy	192	-	-100.00%	532	1	-99.81%
Mesa (American)	-	-	0.00%	-	-	0.00%
SkyWest (American)	99	428	332.32%	625	817	30.72%
DELTA	1,627,046	2,152,533	32.30%	5,158,023	6,950,542	34.75%
SkyWest (Delta Connection)	-		0.00%	-		0.00%
KLM ROYAL DUTCH	130,445	163,969	25.70%	557,859	538,025	-3.56%
SOUTHWEST	337,341	399,044	18.29%	1,049,950	1,136,688	8.26%
UNITED	62,756	52,122	-16.94%	203,544	134,185	-34.08%
Others	-	-	0.00%	563	-	-100.00%
CARGO CARRIERS						
21 AIR LLC	732,042	779,042	6.42%	2,046,454	2,276,523	11.24%
FEDEX EXPRESS*	5,656,777	6,136,696	8.48%	17,546,163	17,863,026	1.81%
GEM AIR	2,372	1,519	-35.96%	7,918	4,849	-38.76%
GLOBAL CROSSING	-	-	0.00%	-	-	0.00%
SWIFT AIR	-	-	0.00%	-	-	0.00%
UPS	4,059,234	4,657,489	14.74%	12,782,822	13,353,799	4.47%
MISC CARGO	245,123	248,800	1.50%	749,830	907,338	21.01%
ABX AIR	-	-	0.00%	-	-	0.00%
TOTAL DEPLANED CARGO (LBS)	**12,924,820**	**14,631,883**	**13.21%**	**40,328,661**	**43,409,759**	**7.64%**
TOTAL CARGO LBS	**24,170,465**	**26,620,491**	**10.14%**	**75,187,971**	**78,307,577**	**4.15%**

*FEDEX EXPRESS includes mail

COMPARISON OF ON TIME OPERATIONS
August 2026

ARRIVALS

	Airport	Flights	% On Time	Rank
IAH	HOUSTON GEORGE BUSH	14,198	83.3	1
MSP	MINNEAPOLIS-ST. PAUL INTL	11,872	79.9	7
SLC	**SALT LAKE CITY INTL**	**10,107**	**79.4**	3
DFW	DALLAS-FT. WORTH REGIONAL	27,393	79.3	4
ATL	HARTSFIELD-JACKSON ATLANTA INTL	30,169	77.5	5
IAD	WASHINGTON DULLES	7,990	76.9	6
DTW	DETROIT METRO WAYNE CNTY	12,280	76.8	7
PHX	PHOENIX SKY HARBOR INTL	14,803	76.7	8
CLT	CHARLOTTE DOUGLAS	19,452	74.8	9
LAX	LOS ANGELES INTL	16,684	74.6	10
MIA	MIAMI INTL	8,673	73.5	11
AUS	AUSTIN	7,723	72.7	12
BWI	BALTIMORE/WASHINGTON INTL	7,971	72.6	13
SEA	SEATTLE-TACOMA INTL	17,601	72.1	14
BNA	NASHVILLE INTL	9,966	71.8	15
LAS	LAS VEGAS MCCARRAN INTL	14,029	70.6	16
EWR	NEWARK LIBERTY INTERNATIONAL	10,865	69.3	17
MDW	CHICAGO MIDWAY	6,919	68.8	18
DEN	DENVER INTL	28,552	68.3	19
FLL	FT. LAUDERDALE	7,015	68.1	20
PHL	PHILADELPHIA INTL	12,562	67.0	21
BOS	BOSTON LOGAN INTL	13,189	66.9	22
MCO	ORLANDO INTL	12,086	66.6	23
TPA	TAMPA INTL	5,724	66.4	24
ORD	CHICAGO O HARE	35,533	65.7	25
LGA	NEW YORK LAGUARDIA	14,049	65.3	26
DCA	RONALD REAGAN NATIONAL	12,583	63.9	27
JFK	NEW YORK JFK INTL	10,993	62.5	28
SFO	SAN FRANCISCO INTL	13,735	56.6	29
SAN	SAN DIEGO LINDBERGH FIELD	10,112	56.4	30
AVERAGES		**14,161**		

DEPARTURES

	Airport	Flights	% On Time	Rank
SLC	**SALT LAKE CITY INTL**	**10,055**	**79.3**	1
MSP	MINNEAPOLIS-ST. PAUL INTL	10,691	79.0	2
IAD	WASHINGTON DULLES	4,932	78.7	3
IAH	HOUSTON GEORGE BUSH	9,805	78.4	4
DTW	DETROIT METRO WAYNE CNTY	10,167	77.6	5
LAX	LOS ANGELES INTL	16,494	77.5	6
PHX	PHOENIX SKY HARBOR INTL	14,757	75.0	7
ATL	HARTSFIELD-JACKSON ATLANTA INTL	27,221	74.2	8
AUS	AUSTIN	7,575	74.0	9
EWR	NEWARK LIBERTY INTERNATIONAL	9,972	72.2	10
TPA	TAMPA INTERNATIONAL	5,723	72.0	11
MIA	MIAMI INTL	8,677	71.2	12
SEA	SEATTLE-TACOMA INTL	15,908	70.9	13
DFW	DALLAS-FT. WORTH REGIONAL	27,347	70.4	14
BOS	BOSTON LOGAN INTERNATIONAL	13,188	69.4	15
LAS	LAS VEGAS Harry Reid INTL	13,832	68.1	16
SFO	SAN FRANCISCO INTL	13,560	67.6	17
MCO	ORLANDO INTL	12,085	66.8	18
BNA	NASHVILLE INTL	9,694	66.6	19
ORD	CHICAGO O HARE	33,187	66.5	20
CLT	CHARLOTTE DOUGLAS	15,125	66.2	21
DEN	DENVER INTERNATIONAL	28,557	66.0	22
FLL	FT. LAUDERDALE	7,013	65.8	23
LGA	NEW YORK LAGUARDIA	10,995	65.8	24
PHL	PHILADELPHIA INTL	10,036	65.7	25
BWI	BALTIMORE/WASHINGTON INTL	7,975	65.3	26
DCA	RONALD REAGAN NATIONAL	12,154	64.1	27
JFK	NEW YORK JFK INTL	9,140	63.4	28
SAN	SAN DIEGO LINDBERGH FIELD	9,379	61.8	29
MDW	CHICAGO MIDWAY	6,737	60.8	30
AVERAGES		**13,066**		

ON TIME ARRIVAL PERFORMANCE AT SLC
By Carrier

	Air Carrier	Flights	% On Time
DL	DELTA	**7,412**	**83.8%**
F9	FRONTIER	238	75.6%
UA	UNITED	606	70.6%
AS	ALASKA	411	70.1%
WN	SOUTHWEST	893	67.7%
AA	AMERICAN	485	60.4%
B6	JETBLUE	62	35.5%
		10,107	82.8%

Source: DOT Air Travel Consumer Report

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

Statements of Net Position (Unaudited)

(Amounts in Thousands)

As of September 30,	**2026**	**2025**
ASSETS		
Current Assets		
Cash and cash equivalents	$ 474,094	$ 331,181
Restricted cash and cash equivalents	142,083	498,760
Restricted investments	40,994	55,424
Airline and rental fees receivable	60,137	54,790
Loans receivable	3,643	2,762
Leases receivable	6,529	18,019
Other assets	11,665	10,161
Total current assets	739,145	971,097
Noncurrent Assets		
Restricted cash and cash equivalents	102,475	72,199
Restricted investments	242,868	174,686
Loans receivable	47,101	43,149
Leases receivable	123,467	49,878
Net pension asset	1,508	-
Other assets	249	249
Total noncurrent assets and investments	517,668	340,161
Capital assets		
Land	113,441	113,441
Building and improvements	5,294,542	4,793,651
Equipment	607,312	487,146
Lease Asset	504	504
Subscription Asset	5,459	4,013
Construction in progress	530,591	824,911
Total capital assets - at cost	6,551,849	6,223,666
Less accumulated depreciation and amortization	1,688,733	1,485,677
Net capital assets	4,863,116	4,737,989
Total noncurrent assets	5,380,784	5,078,150
Total Assets	6,119,929	6,049,247
Deferred Outflows of Resources	9,655	13,820
Total Assets and Deferred Outflows of Resources	$ 6,129,584	$ 6,063,067

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

Statements of Net Position (Unaudited)

(Amounts in Thousands)

As of September 30,	2026	2025
LIABILITIES		
Current Liabilities		
Accounts payable	$ 24,841	$ 40,409
Accrued compensation	3,990	4,788
Interest payable	47,346	40,630
Other accrued liabilities	15,366	16,084
Current bonds payable	80,370	62,220
Lease liability	116	171
Subscription liability	443	139
Total current liabilities	172,472	164,441
Noncurrent Liabilities		
Revenue bonds payable	4,082,188	4,185,125
Noncurrent compensation liability	3,428	2,491
Net pension liability	2,243	10,567
Other accrued liabilities	23,701	30,270
Lease liability	57	107
Subscription liability	1,139	459
Total noncurrent liabilities	4,112,756	4,229,019
Total Liabilities	4,285,228	4,393,460
Deferred Inflows of Resources		
Deferred inflows - revenue collected in advance	23,123	17,013
Deferred inflows - leases	129,996	67,897
Deferred inflows - pension	7,881	110
Total Deferred Inflows of Resources	161,000	85,020
NET POSITION		
Net investment in capital assets	1,026,772	983,149
Restricted for		
Capital projects	84,780	84,678
Debt service	474,039	394,004
Unrestricted	97,765	122,756
Net Position	1,683,356	1,584,587
Total Liabilities, Deferred Inflows of Resources, and Net Position	$ 6,129,584	$ 6,063,067

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

Statements of Revenues, Expenses, and Changes in Fund Net Position (Unaudited)

(Amounts in Thousands)

for the Three month period ended September,	**2026**	**2025**
Operating Revenues		
Airline revenue	$ 95,940	$ 84,051
Terminal concessions	9,998	7,681
Landside concessions	40,561	33,060
Lease revenue	3,458	3,155
General aviation	358	1,296
Other revenue	1,433	1,155
Operating revenues	151,748	130,398
Less airline revenue sharing	(4,743)	(6,254)
Total operating revenues	147,005	124,144
Operating Expenses		
Salaries and benefits	20,761	19,350
Materials and supplies	3,659	3,656
Maintenance contracts	9,101	8,238
Charges and services	9,012	8,774
Utilities	2,400	1,559
Inter-governmental	9,147	8,648
Other expenses	2,625	4,193
Depreciation expense	58,039	52,097
Total operating expenses	114,744	106,515
Operating Income	32,261	17,629
Noncapital Subsidies		
State aviation tax	851	1,117
Total Noncapital Subsidies	851	1,117
Operating Income and Noncapital Subsidies	33,112	18,746
Other Non-Operating Revenues (Expenses)		
Passenger facility charges	12,278	12,759
Customer facility charges	8,479	4,086
Interest income	9,573	9,775
Interest expense	(42,355)	(36,638)
Bond issuance costs	(3)	(2,593)
Other revenue (expenses), net	139	160
Contributions and grants	(3,049)	2,228
Net non-operating loss	(14,938)	(10,223)
Income Before Unusual or Infrequent Items	18,174	8,523
Unusual or Infrequent Items	-	-
Net Position		
Increase in net position	18,174	8,523
Net Position, beginning of period	1,665,182	1,576,064
Net Position, end of period	$ 1,683,356	$ 1,584,587

SALT LAKE CITY DEPARTMENT OF AIRPORTS
(An Enterprise Fund of Salt Lake City Corporation)
Operating Revenues and Expenditures to Budget (Unaudited)
(Amounts in Thousands)

	Jul 2026 - Sep 2026 ACTUALS	Jul 2026 - Sep 2026 BUDGET	SURPLUS/ DEFICIT	PERCENT CHANGE
Revenues				
Landing Fees	$ 30,104	$ 28,693	$ 1,411	4.9%
Fuel Farm	1,417	1,419	(2)	-0.1%
Aircraft Remain Overnight Fees	85	139	(54)	-38.8%
Cargo Bldg & Ramp Use Fees	565	576	(11)	-1.9%
Extraordinary Service Charges	9	16	(7)	-43.8%
Passenger Boarding Bridges	783	789	(6)	-0.8%
Tenant Telephone Fees	9	13	(4)	-30.8%
Terminal Rents	62,029	61,141	888	1.5%
General Aviation Hangars	113	97	16	16.5%
FBO Hangars / Fuel Oil Royalty	200	280	(80)	-28.6%
Flight Kitchens	921	839	82	9.8%
Other Buildings & Office Space	2,162	2,148	14	0.7%
Food Service & Vending	6,083	5,266	817	15.5%
News / Gift Shops	3,141	3,347	(206)	-6.2%
Car Rental	15,002	14,831	171	1.2%
Leased Site Areas	2,494	2,118	376	17.8%
Auto Parking / Ground Transportation	25,756	22,108	3,648	16.5%
Advertising	204	245	(41)	-16.7%
State Aviation Fuel Tax	851	798	53	6.6%
Military	40	40	-	0.0%
Glycol Recycling Sales	104	127	(23)	-18.1%
Auxiliary Airport Fuel Sales	45	49	(4)	-8.2%
Lounge Concessions	1,695	1,695	-	0.0%
Other	449	273	176	64.5%
Less: Airline Revenue Sharing	(4,743)	(4,999)	256	-5.1%
Total Operating Revenues	**149,518**	**142,048**	**7,470**	**5.3%**
Expenses				
Salaries & Wages	14,534	14,972	438	2.9%
Employee Benefits	6,562	7,207	645	8.9%
Maintenance Supplies	1,882	3,987	2,105	52.8%
Automotive Supplies	646	767	121	15.8%
Other Supplies	1,130	2,115	985	46.6%
Insurance Premiums	845	1,164	319	27.4%
Janitorial Service	6,829	7,097	268	3.8%
Maintenance Contracts	2,272	2,674	402	15.0%
Other Contractual Services	5,994	6,990	996	14.2%
Professional & Tech Services	3,018	4,682	1,664	35.5%
Utilities	2,400	2,392	(8)	-0.3%
Administrative Service Fees	2,862	2,971	109	3.7%
Aircraft Rescue Fire Fighting	2,062	2,006	(56)	-2.8%
Police Services	4,224	4,224	-	0.0%
Other Expenses	1,780	1,581	(199)	-12.6%
Contingency Reserve	-	251	251	100.0%
Operating Expenses Before Capitalized Salaries	57,040	65,080	8,040	12.4%
Capitalized Salaries	335	335	-	0.0%
Total Operating Expenses	**56,705**	**64,745**	**8,040**	**12.4%**
Operating Income	**$ 92,813**	**$ 77,303**	**$ 15,510**	**20.1%**
Interest Income	9,573	5,563	4,010	72.1%
Bond Payment	(66,973)	(66,973)	-	0.0%
Reserve Fund Deposit	(2,796)	(2,796)	-	0.0%
Net Deposit to Surplus Revenue Fund	**$ 32,617**	**$ 13,097**	**$ 19,520**	**149.0%**

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

Operating Revenues and Expenditures to Prior Year (Unaudited)

(Amounts in Thousands)

	Jul 2026 - Sep 2026	Jul 2025 - Sep 2025	DOLLAR CHANGE	PERCENT CHANGE
Revenues				
Landing Fees	$ 30,104	$ 25,248	$ 4,856	19.2%
Fuel Farm	1,417	911	506	55.5%
Aircraft Remain Overnight Fees	85	148	(63)	-42.6%
Cargo Bldg & Ramp Use Fees	565	512	53	10.4%
Extraordinary Service Charges	9	7	2	28.6%
Passenger Boarding Bridges	783	638	145	22.7%
Tenant Telephone Fees	9	9	-	0.0%
Terminal Rents	62,029	55,511	6,518	11.7%
General Aviation Hangars	113	302	(189)	-62.6%
FBO Hangars / Fuel Oil Royalty	200	164	36	22.0%
Flight Kitchens	921	850	71	8.4%
Other Buildings & Office Space	2,162	2,369	(207)	-8.7%
Food Service & Vending	6,083	4,411	1,672	37.9%
News / Gift Shops	3,141	3,024	117	3.9%
Car Rental	15,002	12,186	2,816	23.1%
Leased Site Areas	2,494	1,784	710	39.8%
Auto Parking / Ground Transportation	25,756	20,874	4,882	23.4%
Advertising	204	246	(42)	-17.1%
State Aviation Fuel Tax	851	1,117	(266)	-23.8%
Military	40	40	-	0.0%
Glycol Recycling Sales	104	181	(77)	-42.5%
Auxiliary Airport Fuel Sales	45	829	(784)	-94.6%
Lounge Concessions	1,695	-	1,695	0.0%
Other	449	154	295	191.6%
Less: Airline Revenue Sharing	(4,743)	(6,254)	1,511	-24.2%
Operating Revenues	**149,518**	**125,261**	**24,257**	**19.4%**
Expenses				
Salaries & Wages	14,534	13,945	589	4.2%
Employee Benefits	6,562	5,656	906	16.0%
Maintenance Supplies	1,882	2,264	(382)	-16.9%
Automotive Supplies	646	926	(280)	-30.2%
Other Supplies	1,130	466	664	142.5%
Insurance Premiums	845	3,495	(2,650)	-75.8%
Janitorial Service	6,829	6,144	685	11.1%
Maintenance Contracts	2,272	2,095	177	8.4%
Other Contractual Services	5,994	5,720	274	4.8%
Professional & Tech Services	3,018	3,054	(36)	-1.2%
Utilities	2,400	1,559	841	53.9%
Administrative Service Fees	2,862	2,514	348	13.8%
Aircraft Rescue Fire Fighting	2,062	1,887	175	9.3%
Police Services	4,224	4,247	(23)	-0.5%
Other Expenses	1,780	698	1,082	155.0%
Operating Expenses Before Capitalized Salaries	57,040	54,670	2,370	4.3%
Capitalized Salaries	335	252	83	32.9%
Total Operating Expenses	**56,705**	**54,418**	**2,287**	**4.2%**
Operating Income	**$ 92,813**	**$ 70,843**	**$ 21,970**	**31.0%**
Interest Income	9,573	9,775	(202)	-2.1%
Bond Payment	(66,973)	(56,730)	(10,243)	18.1%
Reserve Fund Deposit	(2,796)	(3,516)	720	-20.5%
Net Deposit to Surplus Revenue Fund	**$ 32,617**	**$ 20,372**	**$ 12,245**	**60.1%**